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REPORT

OF

The Philadelphia
Maritime Exchange.

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TWENTY-FIRST

ANNUAL REPORT

RECEIVED
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PHILADELPHIA MARITIME EXCHANGE

—OF—

THE BOARD OF DIRECTORS

—OF—

The Philadelphia Maritime Exchange.

Presented to the Exchange April 23, 1896.

PHILADELPHIA:
DANDO PRINTING AND PUBLISHING Co.,
34 SOUTH THIRD STREET.
1896

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OFFICERS AND COMMITTEES
OF
THE PHILADELPHIA MARITIME EXCHANGE.

1896.

President.
GEO. E. EARNSHAW.

Treasurer.
J. S. W. HOLTON.

Solicitor.
JOHN F. LEWIS.

Vice-President.
THOMAS WINSMORE.

Secretary.
E. R. SHARWOOD.

Assistant Secretary.
ELISHA CROWELL.

DIRECTORS.

Until April, 1897.
CHAS. E. MATHER,
EDWIN S. CRAMP,
F. A. VON BOYNEBURGK,
JOSIAH MONROE,
JOSEPH A. BALL,
GEO. HARRISS, JR.

Until April, 1898.
FRANK L. NEALL,
THOMAS WINSMORE,
GEO. E. EARNSHAW,
WM. C. BUTLER,
GEO. D. ALI,
B. HUMBURG.

Until April, 1899.
SAML. T. KERR,
J. S. W. HOLTON,
GEO. H. HIGBEE,
L. Y. SCHERMERHORN,
CHAS. F. GILLER,
JOHN H. THOMPSON,
DAVID S. STETSON.

COMMITTEES.

Finance.
JOSIAH MONROE, *Chn.*,
JOHN H. THOMPSON,
JOSEPH A. BALL.

*Harbor, Pilotage and
Station.*
GEO. H. HIGBEE, *Chn.*,
FRANK L. NEALL,
EDWIN S. CRAMP,
J. S. W. HOLTON,
CHAS. F. GILLER.

Floor and Library.
J. S. W. HOLTON, *Chn.*,
SAML. T. KERR,
GEO. HARRISS, JR.

*Commerce and Trans-
portation.*
THOMAS WINSMORE, *Chn.*,
L. Y. SCHERMERHORN,
WM. C. BUTLER,
GEORGE D. ALI,
B. HUMBURG.

Membership.
CHAS. E. MATHER, *Chn.*,
F. A. VON BOYNEBURGK,
DAVID S. STETSON.

Executive.
GEO. E. EARNSHAW, *Chn.*,
THOMAS WINSMORE,
J. S. W. HOLTON,
CHAS. E. MATHER,
JOSIAH MONROE,
GEO. H. HIGBEE.

NOTE.—Regular meetings of the Board are held on the **Fourth Monday** of each month (July and August excepted) at **12 o'clock noon.**

TWENTY-FIRST ANNUAL REPORT

OF

THE PHILADELPHIA MARITIME EXCHANGE.

A youth on his twenty-first birthday is said to have arrived at man's estate for he then enters on the duties and privileges of manhood.

This meeting celebrates the twenty-first anniversary of The Philadelphia Maritime Exchange, which was founded in March, 1875. What are the new duties and privileges that mark the attainment of its majority?

There can be no new duties for in the future as in the past; the duties of the Exchange will be commensurated with, and necessarily comprised within the mandate of its Charter:

"to acquire, preserve and disseminate all maritime and other
"business information, and to do such other lawful acts as will tend
"to promote and encourage the trade and commerce of the Port
"of Philadelphia."

Whether, during the twenty-one years of its existence, the Exchange has done its duty may be judged from the progress it has made little by little and step by step, advancing from its small beginning; ever increasing in usefulness to its members and influence for the good of our Commerce until to-day it is recognized throughout the land, and even abroad as a leading factor in Maritime affairs; respected by the community and trusted by legislators.

If, however, it has no new duties, it does at least enjoy one new privilege, that of meeting on the floor of this great Bourse, the Business Center, the very heart of Philadelphia's Commerce, and of feeling that now, more than ever, it is an integral and visible part of organized and systematic effort in favor of our City's prosperity. May our endeavors, united with those of cognate organizations, all working to a common end, the promotion of prosperity and trade, be rewarded with a full measure of success.

The proposal to move from the Merchants' Exchange Building to the Bourse was a question of such importance that your Board did not like to take the responsibility of deciding it without first ascertaining the views of

the members. The inquiry addressed to each resulted in 228 replies being received for, and only 12 against the proposed removal. Three months have elapsed since the Exchange has been located on the floor of the Bourse, and that short time has been sufficient to prove, through increased attendance and general satisfaction expressed by individuals, that the decision arrived at was a wise one, and that the change will add to the popularity and usefulness of the Exchange.

Your Board felt that the fittings of the Exchange should correspond with its surroundings, and therefore authorized the purchase, at considerable expense, of an entirely new outfit of mahogany furniture, excepting for the private office.

The New York Maritime Association showed its sympathy and good will, in a most timely, kind and practical manner, by presenting to the Exchange the two handsome newspaper stands, that occupy the center of our floor. This thoughtful action demonstrates the cordial and friendly feeling so long prevailing between the two organizations, and draws the bonds of sympathy closer together.

The Annual Dues, while nominally the same as heretofore, have practically been reduced by one-third, as the Bourse will return ten dollars (\$10) to each member, who possesses the privileges of Bourse Membership from any other source.

In order to make our admission tickets coincide in date of issue with those of the Bourse, it became necessary to change our fiscal year, and make it commence on January 1st, instead of on April 1st, as heretofore. This was done by resolution of the Board, and the fiscal year 1896 commenced on New Year's Day. No objection has been raised to this change and it has worked both smoothly and satisfactorily.

At this time last year all signs seemed to point to the near approach of a season of renewed prosperity, but your Board regrets having to report that those bright anticipations were not fully realized. The number of American Vessels entered and cleared at this Port during the calendar year of 1895 was little over 1 per cent. more than in 1894, and the number of Foreign Vessels about $2\frac{1}{2}$ per cent. more. The value of imports here were about 8 per cent. less and of exports barely 2 per cent. less than in 1894. Shipments of Corn increased 777,604 bushels, equal to a little over 3 per cent., while the shipments of Wheat fell off 2,667,186 bushels, over 63 per cent., and of Flour, 374,645 barrels, equal to $21\frac{1}{2}$ per cent. less than 1894. The exports of Petroleum increased over 5 per cent., of Anthracite Coal over $11\frac{1}{2}$ per cent., and of Bituminous Coal over 13 per cent.

The finances are in a healthy and satisfactory condition. Owing to change in the fiscal year, by reason of which we receive only three-quarters

dues in 1896 (covering April to December), the margin for this year will be very close, but with special efforts for economy it is hoped and expected we may at least come out even at the end of the year; and in the coming years under the existing arrangements with the Philadelphia Bourse, the financial outlook for the Exchange is in every way hopeful and encouraging.

The Membership is about the same as last year, there being 308 Active Members on the roll in good standing. During the year 21 new members were elected, 15 Members resigned and the Certificates of 9 were cancelled for non-payment of dues.

Some of the more important questions that have claimed the attention of your Board during the year were:

Harbor and River Improvement.

By the plans of improvement proposed, and the appropriations made by Congress therefor, the improvement of the Delaware River has been practically divided into two parts, viz: the improvement of Philadelphia Harbor which covers that part of the City's Water Front extending from Fisher's Point to Kaighn's Point, a distance of about 6 miles; and the improvement of that part of the main ship channel of the Delaware River which carries insufficient channel dimensions, between the lower limit of the Philadelphia Harbor improvement and deep water in the bay, a distance of about 55 miles.

The plan which is now in progress for the improvement of Philadelphia Harbor proposes the removal of all islands and shoals in the Delaware River between Kaighn's Point on the south and Fisher's Point on the north which interfere with a channel about 2000 feet wide and of ample depth to meet the future requirements of the Port of Philadelphia.

This channel is so located as to permit the widening of Delaware Avenue, which fronts directly upon the harbor, from its present width of 50 feet to that of 150 feet, and the extension from this widened avenue of wharves from 550 to 700 feet in length. In connection with the extension of these new wharves it is proposed to revise their previous arrangement so as to provide docks from 150 to 250 feet in width. The widened Delaware Avenue will be provided with a stone bulkhead along its river face, and the necessary railroad tracks connecting with the wharves, leaving ample space for side-walk and wheel-ways.

The work of removing the Islands and Shoals is undertaken by the General Government, while the widening of Delaware Avenue and the extension of the wharves will be done by the City of Philadelphia and by private and corporate interests.

The work to be done by the Government involves the removal by dredging of about 21,000,000 cubic yards of material at an estimated cost of \$3,500,000. This work has been in progress three years, and during that time about 12,500,000 cubic yards of material have been removed. Under adequate appropriations, this work can be completed before the close of 1898.

The City of Philadelphia by its recent appropriation of \$1,500,000, increased to over \$2,000,000 by the available funds of the Board of City Trusts, has entered upon the initial step for the widening of Delaware Avenue, between South and Vine Streets and the extension of the City Wharves within those limits. Five new wharves were extended last year by private and corporate enterprise, to the new harbor lines; six others are in progress of extension, and permits for an additional number are before the Board of Port Wardens for authorization. All new wharves built, as well as those in progress or proposed, are adjusted to modern Steamship requirements and are in harmony with the demands of the anticipated increased commerce of the port.

The project for the improvement of the main ship channel between Philadelphia Harbor and deep water in the bay was inaugurated in 1885, and proposes the formation of a channel 600 feet wide and 32 feet deep at high water at all points, where a less width and depth naturally exists. The estimated cost in 1885 of this work was \$2,425,000 with an annual cost for maintenance of \$87,000. Since the date of the project \$1,120,000 has been appropriated by the National Government leaving about \$1,300,000 yet to be appropriated for its completion.

During 1895 the City of Philadelphia appropriated \$185,000 for the formation of the proposed channel of Schooner Ledge; this work is now under contract, and by the close of the present season should be completed. During the present year the City appropriated \$500,000 towards additional work in improving the main ship channel below Philadelphia, and the River and Harbor Bill of the 54th Congress provides for an appropriation of \$500,000 towards the completion of the project of 1885.

In the work already accomplished by the General Government since 1885, a channel of navigable width and the full proposed depth has been attained at Mifflin Bar and Bulkhead Bar. Upon the completion of the City's work at Schooner Ledge a channel 26 feet deep at low water will have been obtained at all points between Philadelphia Harbor and Dan Baker Shoal with the exception of Cherry Island Flats where it is considered the requisite channel can be quite easily accomplished by the application of a part of the recent appropriation made by the City of Philadelphia.

For the improvement of the Schuylkill River which is an essential part of the Port of Philadelphia Harbor, the City of Philadelphia last year appropriated \$40,000 which is being applied to the obtaining of increased channel dimensions. During the present year an additional appropriation of \$50,000 was made for a similar purpose. The recognized need for a 26 foot channel in the Schuylkill River extending at least from its mouth to Gibson Point will without doubt in the near future result in the desired improvement.

The interest which has been awakened to the improvement of the Harbor of Philadelphia and the channels of approach from the sea, is strongly evidenced by the fact that since 1890 the City of Philadelphia has appropriated \$2,475,000 towards the attainment of such an object.

With the Harbor and River Improvement realized, the Port of Philadelphia will quickly assume her proper place among the leading seaports of the Atlantic Coast, with ample facilities to meet all requirements as the entrepôt of a large foreign commerce for the whole country. (**Appendix A.**)

National Harbor of Refuge.

The inadequacy of the present Harbor of the Delaware Breakwater to the needs of commerce having long ago been apparent, The Philadelphia Maritime Exchange earnestly advocated the creation of a suitable Harbor of Refuge in the vicinity of the Capes of the Delaware.

We are pleased to announce that this movement has resulted in a provision in the River and Harbor Bill of the 54th Congress for an initial appropriation of \$5,000 for constructing a Harbor of Refuge in Delaware Bay in accordance with plans submitted by the Chief of Engineers January 29, 1892, and it is provided that the Secretary of War may enter into contracts for the material and work necessary to complete said Harbor of Refuge, to be paid for as appropriations may from time to time be made by law not to exceed in the aggregate \$4,660,000. (**Appendix B.**)

Shipping Legislation. (**Appendix C.**)

Early in the first session of the 54th Congress sundry Bills were introduced proposing changes in the Navigation Laws.

Prominent among the Bills so introduced were sundry measures relating to seamen presented by Mr. Maguire, of California, (H. R. 1227 to 1233 inclusive). Your Board recognizing in the provisions of these Bills features detrimental to the interests of Maritime Commerce memorialized

Congress on the 20th January, 1896, against the passage of the Bills. (**Appendix C¹.**)

Other Bills, also relating to seamen, were introduced by Mr. Payne, of New York, and by Mr. Low, of New York, in the House of Representatives and by Senator Frye, of Maine, in the Senate.

After hearings before the Committee on Merchant Marine and Fisheries, attended by representatives from our Exchange, Mr. Payne, in consultation with the Maritime Exchanges and the Commissioner of Navigation, prepared an "Omnibus" Bill (H. R. 6399) which was endorsed by your Board, but it was subsequently amended in Committee in a manner that made it unsatisfactory, and in that shape passed the House of Representatives on June 6th, 1896. The Bill did not reach the Senate before the adjournment of Congress, but it will undoubtedly be considered during the next session.

H. R. 2673.

Proposed Abolition of Compulsory Pilotage on Coastwise Sailing Vessels.

A Bill was introduced in the House of Representatives at Washington on December 23, 1895, by Mr. Payne, of New York, having for its title "A Bill to remove discriminations against American sailing vessels in the Coasting trade." This Bill was referred to the Committee on Merchant Marine and Fisheries, of which Committee Mr. Payne was Chairman.

In due course the Committee accorded hearings to those interested in the Bill, at which hearings our Exchange was represented together with the New York Maritime Exchange, the National Vessel Owners Association, the Philadelphia Vessel Owners' and Captains' Association and others.

On January 20, 1896, our Board of Directors memorialized Congress in favor of the passage of the Bill.

On March 18, 1896, the Committee on Merchant Marine and Fisheries made a report on the Bill recommending its passage.

On March 24th a minority report was presented by four members of the Committee.

The Bill was finally disposed of in the House of Representatives on Thursday April 9, 1896, when on a vote being taken after a series of speeches extending over a greater part of two days it was found that on a rising vote, 52 members were in favor of the Bill and 117 against it.

It is the intention of the friends of the Bill to take the matter up afresh in the next Congress if the conditions warrant it, and place themselves again on record against a system of taxation on Commerce that is at once unjust, unwise, and strongly tending in the direction of class legislation. (**Appendix C².**)

North Atlantic Winter Load-Line.

A regulation of the British Board of Trade which went into effect on April 1, 1893, allowed British vessels, during the winter months, to load deeper at Baltimore, Norfolk and Newport News, than at ports farther north.

Members complained that this discrimination has proved detrimental to the interests of Philadelphia, and furthermore that it tends to jeopardize life and property.

Your Board therefore stated the case fully in writing to H. B. M. Consul at this Port, and entertains great hopes that his good offices with his Government, very kindly promised, will bring about the desired modification of the regulation. (**Appendix D.**)

Consular Reform.

The Exchange having placed itself on record on March 1st, 1895, in favor of the selection of Consular Officers for special fitness, their promotion for efficiency, and their retention in office under Civil Service Regulations, by resolution on September 30th, 1895, expressed to the President of the United States its appreciation of his order placing all grades of the Consular Service with a compensation between \$1,000 and \$2,500 per annum under a modified Civil Service, believing that to be a step towards the complete reform and improvement of the Consular Service, universally conceded to be desirable. (**Appendix E.**)

Harbor of Refuge Near Hatteras.

On November 25th, 1895, Congress was memorialized to provide for the construction of a Harbor of Refuge at or near Cape Lookout, N. C., in the interests of vessels trading up and down the coast. (**Appendix F.**)

Coast Defences.

In January, 1896, Congress was memorialized to make liberal appropriations from time to time to enable the general scheme of Coast Defences to be completed without unnecessary delay. (**Appendix G.**)

Pilotage Rates Between Philadelphia and Wilmington, Delaware.

Early in the year the Exchange was asked to define the rates of pilotage between Philadelphia and Wilmington, Delaware. The Wardens for the Port of Philadelphia were consulted on the subject, and under date of

June 18th, 1895, advised the Exchange that the law exempts vessels from the necessity of taking a pilot when moving between ports or places within the river Delaware. (**Appendix H.**)

State Quarantine.

On October 1st, 1895, the State Quarantine Station was removed from the Lazaretto, back of Tinicum Island, to Marcus Hook, from which point vessels are now boarded. (**Appendix J.**)

Torrey Bankruptcy Bill.

On March 23, 1896, Congress was memorialized in favor of the passage of the Torrey Bankruptcy Bill, your Directors believing that the Commercial interests of the entire country would be greatly benefited by the enactment of this Bill which provides for both voluntary and involuntary bankruptcy, and is just to the creditor and does not oppress honest debtors. (**Appendix K.**)

“Parlor Car” Pilots.

The petition of 37 Pennsylvania Pilots to the Board of Wardens for the Port of Philadelphia, asking that measures be adopted to regulate the so-called “Parlor Car” Pilot Service, *i. e.*, the boarding of vessels bound to Philadelphia at outlying ports, instead of from pilot boats on the Cruising Grounds, so that each pilot might have his turn, was referred by the latter Body to this Exchange for an expression of opinion. Your Board endorsed the petition of the pilots, and regulations to give effect to its prayer were adopted by the Port Wardens, and went into effect on October 1, 1895.

Pilots Henry C. Long and James A. Clampitt later on having instituted a suit to test the legality of the new regulations, your Board tendered the services of the Solicitor of the Exchange, John F. Lewis, Esq., to aid in the defense, and his services were accepted by the City Solicitor, acting for the Board of Port Wardens.

The case was argued on January 30, 1896, and the legality of the new regulations affirmed. Similar regulations prevail in Boston, New York, Baltimore and elsewhere.

Identical regulations adopted by the Pilot Commissioners of the State of Delaware were contested by Pilot Walter L. Virden. The Chancery Court of New Castle County, Del., decided that the regulations were reasonable and within the powers conferred upon the Board by the Pilotage Act. The penalty of suspension was, however, held to be illegal, and the Com-

missioners have since substituted a fine of \$150, the Court having held that a fine might be prescribed at such amount as would make violation of the regulations impossible. (**Appendix L.**)

Reedy Island Range Rear Light-Station, Delaware River.

The Exchange was instrumental in having inserted in the Sundry Civil Bill of 1892 an appropriation for the establishment of a Rear Light for the Reedy Island Range near Port Penn, which was lighted for the first time on March 14, 1896.

Gas Buoy on Goose Island Flat.

On July 1, 1895, a Gas Lighted Buoy, painted red and showing a fixed white light, was, at the instance of the Exchange, substituted for a first-class Nun Buoy formerly marking Goose Island Flat, off Penns Neck on the New Jersey side, which is considered by the pilots and others navigating the Delaware River a valuable aid to navigation.

Tidal Indicator at Reedy Island.

The Tidal Indicator provided for in the last Sundry Civil Bill has been duly established on the northern end of the ice breaker at Reedy Island Quarantine Station, Delaware River. The Indicator appears as a large semi-circle painted white, and faces up stream.

The Indicator was erected by the U. S. Coast and Geodetic Survey, and is in charge of the Agent of the Maritime Exchange at the Reedy Island Quarantine Station. (**Appendix M.**)

Automatic Tide Gauge at Reedy Island.

The U. S. Coast and Geodetic Survey have also established on Reedy Island Quarantine Station an Automatic Tide Recorder to supply more accurate data for the computation of the tide tables of this locality which are published annually in advance by the U. S. Coast and Geodetic Survey.

The Tide Gauge has been placed in charge of the Agent of the Maritime Exchange at Reedy Island Quarantine Station.

State Appropriation for River Improvement.

The failure of the appropriation asked of the Legislature of the State of Pennsylvania during the session of 1895 of \$500,000 for the improve-

ment of the Delaware and Schuylkill Rivers is a matter of history and a subject of general regret, but it is believed that the efforts of the friends of the measure will be more successful at the next session in 1897.

Inspection of Reporting Stations.

The Annual Inspection of your Reporting Stations at Delaware Breakwater, Lewes, Reedy Island, New Castle and Marcus Hook, took place on August 24th and 25th, 1895.

The Stations were found to be in their usual state of efficiency, and your Committee was impressed with the interest shown by the employes of the Exchange at said Stations in every detail of their work.

Quarantine Inspection at Delaware Breakwater.

The attention of the Surgeon-General of the Marine Hospital Service having been called in September, 1895, to the fact that vessels often arrived at the Reedy Island Quarantine Station too late for inspection the same night, the following regulation was authorized :

“In order to save vessels from having to stay over night at Reedy Island, such vessels may be inspected at Delaware Breakwater as arrive there at an hour when they could not reach Reedy Island in time for inspection same day.”

Telegraphic Service with Reedy Island.

Your Board is pleased to report that during the year the telegraph service between Philadelphia and Reedy Island has been very greatly improved by the building of a new land line by the Western Union Telegraph Company from Mount Pleasant, a Station on the Delaware Division of the P. W. & B. R. R. to Boyd's Corner, a distance of three and a half miles, connecting at the latter point with the line erected by the Telegraph Company in 1893.

The present land service is now conducted from the railroad to Port Penn, a distance of seven and a half miles, over a specially constructed line, and since the work was completed no interruptions have occurred in telegraphic communication between the Exchange and its Reporting Station at Reedy Island.

The Exchange is indebted to the Western Union Telegraph Company for its kindly co-operation in this matter.

Delaware Breakwater Cable.

Your Board regrets having to report the breaking of our Delaware Breakwater Cable on the night of February 6th, 1896, by a Tug. Temporary quarters were provided for our employes by the U. S. Engineer Officer and by the General Superintendent of the Life-Saving Service at their respective buildings in the vicinity of the Iron Pier where the reporting service was maintained until the cable was repaired on February 25th.

Much expense was saved upon this occasion owing to the fact that the Exchange had on hand a piece of new cable for just such an emergency, and to the additional fact that the repairs were made by Superintendent John H. Richards and his Assistants without the aid of cable experts, and it is with gratification your Board records their intelligent and prompt action (often time under circumstances of hardship and exposure) upon this and other occasions of like nature.

It has always been recognized by your Board that the line of communication between the Delaware Breakwater and the main land is liable to be broken at any time, thereby involving the Exchange in a considerable outlay, but on the other hand it is acknowledged that a Reporting Station on the Delaware Breakwater is a necessity, and that the discontinuance of the same would be a great loss to the Maritime interests of our Port.

Light-Ship for Overfalls Shoal, Entrance Delaware Bay.

The Light-House Inspector of this district in his last report to the Light-House Board, strongly recommended the establishment of a Light-Vessel on the Overfalls Shoal, at the entrance to Delaware Bay.

On December 12th, 1895, Mr. Bingham of Pennsylvania introduced in the House of Representatives a bill (H. R. 1412) for the establishment of this Light-Ship, which bill was referred to the Committee on Commerce. Later in the session Senator Quay had the necessary appropriation of \$70,000 inserted as an amendment to the Sundry Civil Bill, but in conference the Senate receded from this amendment.

U. S. Life-Saving Service Telephone Line between Lewes and Cape Charles.

The collection of news concerning marine casualties has been greatly aided during the year by the Telephone Service of the U. S. Life-Saving Department between Lewes, Del., and Cape Charles, Va. The Agent of the Maritime Exchange has continued to act as the Agent of the Life-

Saving Service at Lewes, and has been enabled by the hearty co-operation of the Keepers of the various Life-Saving Stations along the coast to furnish prompt news of wrecks to the Maritime Exchanges at New York and Philadelphia, as well as to the United and Associated Press Agencies.

The interest of the General Superintendent of the Service in connection with this Telephone Service is very highly appreciated as a valuable aid to commercial business.

Dangerous Shoals Between Cape Henlopen and Cape Charles.

Your Board has recently had occasion to call the attention of the Government to the dangers of Black Fish Bank, near Assateague Beach, Va., to vessels in the coasting trade with a view to having said shoal more conspicuously buoyed, and looking to a re-survey of the locality in the near future.

The recent loss of the Bark "Siam" and her cargo of sugar on Fenwick Island shoal, and supposedly on the wreck of the British Iron S. S. "Brinkburn" sunken there about 10 years ago, has caused your Board to enter into correspondence with the Engineer Department of the Government asking that the locality of this wreck be thoroughly examined with a view to the removal of the same to avoid future disasters of a similar character. (**Appendix N.**)

Appended hereto is the Annual Report of the Treasurer and the usual statistics.

Respectfully submitted,

By order of the Board of Directors,

GEO. E. EARNSHAW,

President.

E. R. SHARWOOD,

Secretary.

PHILADELPHIA, April 23, 1896.

THE PHILADELPHIA MARITIME EXCHANGE.

Treasurer's Statement for nine months ending December 31st, 1895.

<i>Dr.</i>		<i>Cr.</i>	
1895.	1895.		
April 1, To Balance cash on hand as per last Report.....	\$19 80	Dec. 31. By Expenses of Philadelphia Office.....	\$8,728 54
		“ “ “ Breakwater Station,	1,830 82
		“ “ “ Lewes	462 73
		“ “ “ Reedy Island “	562 00
		“ “ “ New Castle “	49 86
		“ “ “ Marcus Hook “	754 71
		“ “ “ New York Account,	557 83
		“ “ “ Baltimore “	17 10
		Total Expenses.....	\$12,963 59
		Dec. 31. By Balance Cash on hand.....	706 33
			\$13,669 92

BALANCE SHEET, January 1st, 1896.

<i>Dr.</i>		<i>Cr.</i>	
To Investments.....	\$2,000 00	By Profit and Loss.....	\$2,706 33
Cash	706 33		
	\$2,706 33	Respectfully submitted,	
		J. S. W. HOLTON,	
		Treasurer.	
		JOSIAH MONROE,	
		JOSEPH A. BALL,	
		JOHN H. THOMPSON,	
		} Finance Committee.	
Examined and found correct.			
PHILADELPHIA, APRIL 23, 1896.			

CHARTER

OF

The Philadelphia Maritime Exchange.

BE IT REMEMBERED, that the subscribers, with their associates, having associated themselves together for the purpose of forming a Maritime Exchange, and being desirous of becoming incorporated agreeably to the provisions of the Act of General Assembly of the Commonwealth of Pennsylvania entitled "An Act to provide for the Incorporation and regulation of Certain Corporations," approved the 29th day of April, A. D. 1874, and its supplements, do hereby declare, set forth and certify the following to be the objects, articles and conditions of their said association for and upon which they desire to be incorporated:

1. The name of the Corporation shall be "THE PHILADELPHIA MARITIME EXCHANGE."

2. The objects of the Corporation shall be to provide and regulate a suitable room or rooms for a Maritime Exchange, to acquire, preserve and disseminate all maritime and other business information, and to do such other and lawful acts as will tend to promote and encourage the trade and commerce of the Port of Philadelphia.

3. This charter shall be perpetual.

4. The number of directors shall be nineteen, and those chosen to act for the first year are, William Brockie, *President*; Philip Fitzpatrick, *Vice-President*; John F. Craig, *Treasurer*; Lars Westergaard, Frank L. Neall, Edward K. Stevenson, Walter F. Hagar, John M. Smiley, Samuel Castner, Fred. W. Taylor, John H. Catherwood, Jose de Bessa Guimaraes, Edward W. Barker, Thomas M. Beels, Charles Gibbons, Jr., Theo. Frothingham, Isaac Hough, William A. Platt, all of the City of Philadelphia; and David S. Stetson, of Merchantville, in the State of New Jersey.

5. The Corporation has no capital stock.

6. The Corporation may fix by by-laws the requisites of membership and the time and manner of election thereto, and the amount and time of payment of the fees and dues thereof, and it may increase and diminish the same at pleasure; and all persons who may be elected to membership, in

the manner provided by the said by-laws, may become members upon payment to the Treasurer of the fees and dues as prescribed by the said by-laws.

7. The Corporation may and shall have power to make such by-laws, not in conflict with the laws of this Commonwealth or the laws of the United States, as it may deem suitable for its government, and the same to alter, amend, add to, and repeal at its pleasure; and to adopt a common seal, and to alter the same, and in its corporate name to have perpetual succession; to sue and be sued; plead and be impleaded; defend and be defended; and to purchase, lease, and acquire such real estate and other property as may be necessary for the purpose of carrying into effect the objects for which they are incorporated, and to enjoy and possess all the privileges and rights conferred upon them by the said Act of Assembly and its several supplements.

In Testimony Whereof, We have hereunto set our hands and affixed our seals, this thirty-first day of March, A. D. 1882.

(Signed) WM. BROCKIE,	(Signed) ISAAC HOUGH,
" THEODORE FROTHINGHAM,	" JOHN M. SMILEY,
" JOSE DE BESSA GUIMARAES,	" EDWARD K. STEVENSON,
" LARS WESTERGAARD,	" FRED. W. TAYLOR,
" EDMUND D. SMITH,	" D. S. STETSON,
" E. W. BARKER,	" PHILIP FITZPATRICK,
" SAM'L. CASTNER,	" CHARLES GIBBONS, JR.,
" FRANK L. NEALL,	" WALTER F. HAGAR.

STATE OF PENNSYLVANIA,
CITY AND COUNTY OF PHILADELPHIA.

Before me, the subscriber, Recorder of Deeds for the County of Philadelphia, personally appeared William Brockie, Walter F. Hagar and Charles Gibbons, Jr., three of the subscribers to the above and foregoing certificate of incorporation of The Philadelphia Maritime Exchange, and in due form of law acknowledged the same to be their act and deed.

Witness my hand and official seal, this thirty-first day of March, A. D. 1882.

(Signed) JOS. K. FLETCHER,
Deputy Recorder of Deeds.

IN THE COURT OF COMMON PLEAS No. 3, FOR THE COUNTY OF
PHILADELPHIA.

Of December Term, 1881. No. 391.

Notice is hereby given that an application will be made in the Court of Common Pleas No. 3, for the City and County of Philadelphia (as of December term, 1881, No. 391) on Saturday, March 25th, A. D. 1882, under the Act of Assembly of the Commonwealth of Pennsylvania, entitled "An Act to provide for the Incorporation and Regulation of Certain Corporations," approved April 29th, 1874, and the supplements thereto, for the charter of an intended corporation to be called "The Philadelphia Maritime Exchange," the character and object of which shall be to provide and regulate a suitable room or rooms for a Maritime Exchange, to acquire, preserve, and disseminate all maritime and other business information, and to do such other and needful acts as will tend to promote and encourage the trade and commerce of the Port of Philadelphia; and for these purposes to have, possess, and enjoy all the rights, benefits and privileges conferred by said Act of Assembly and its supplements.

(Signed) CHARLES GIBBONS, JR.,
Solicitor.

Walter F. Hagar, being duly sworn according to law, says that the above advertisement has been published for three weeks in the *Press* and *North American*, two newspapers of general circulation printed in the county of Philadelphia, and has also been published for three weeks in the *Legal Intelligencer*; and further, that three of the subscribers to the said charter herewith presented, namely, Philip Fitzpatrick, Edmund D. Smith and Theodore Frothingham, are citizens of the Commonwealth of Pennsylvania.

(Signed) WALTER F. HAGAR.

Sworn and subscribed to before me, this thirty-first day of March, A. D. 1882.

(Signed) JOS. K. FLETCHER,
Deputy Recorder of Deeds.

DECREE.

IN THE COURT OF COMMON PLEAS, No. 3, FOR THE COUNTY OF
PHILADELPHIA.

Of December Term, 1881. No. 391.

And now this thirty-first day of March, 1882, the within charter and certificate of incorporation having been presented to me, a Law Judge of the said county, accompanied by due proof of publication of the notice of this application as required by the Act of Assembly and Rule of this Court in such case made and provided, I certify that I have examined and perused the said writing and have found the same to be in proper form and within the purposes named in the first-class, specified in section second of a supplement (passed the seventeenth day of April, 1876), to the Act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An Act to provide for the Incorporation and Regulation of Certain Corporations," approved April 29th, 1874, and the same appearing to be lawful and not injurious to the community, I do hereby, on motion of Charles Gibbons, Jr., Esq., on behalf of the petitioners, order and direct that the said charter of The Philadelphia Maritime Exchange aforesaid be and the same is hereby approved; and that upon recording of the same, and of this order, the subscribers thereto and their associates shall be a Corporation by the name of The Philadelphia Maritime Exchange, for the purposes and upon the terms therein stated.

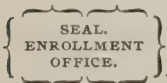
(Signed) THOS. K. FINLETTER.

(Signed) CHARLES GIBBONS, JR.,
Solicitor.

ENDORSEMENT.

Recorded in the office for the Recording of Deeds, in and for the city and county of Philadelphia, in Charter-book, No. 6, page 398,001.

Witness my hand and seal of office, this thirty-first day of March, A. D. 1882.



(Signed) JOHN O'DONNELL,
Recorder of Deeds.

BY-LAWS
OF
The Philadelphia Maritime Exchange.

Adopted February 23, 1894.

Article I.

Section 1. There shall be an annual meeting of the Exchange between the hours of 12 o'clock M. and 3 o'clock P. M., on the Thursday preceding the fourth Monday in April; but when such day shall fall on a holiday the meeting shall be held on the preceding business day. On the same day the Exchange shall enter into an election for directors in the manner hereafter provided for.

Section 2. The Directors elected at the annual election held in the year 1893 shall choose by lot seven of their number to serve for the period of three years, six for the period of two years, and six for the period of one year, and thereafter at each succeeding annual election, and in the same order, a class of Directors shall be elected to serve for three years.

Section 3. The election shall be conducted by a Judge and two Tellers appointed by the Board of Directors from the active members of the Exchange, who shall be entitled to such compensation for their services as the Board may prescribe.

Section 4. Directors shall be active members of the Exchange, and all elections shall be by ballot, and every active member in good standing shall be entitled to vote in person or by proxy, and may cast the whole number of his votes for one candidate or distribute them upon two or more candidates, as he may prefer, and firms consisting of two or more persons shall only be entitled to one vote for each certificate of active membership; and the candidate or candidates receiving the plurality of votes cast by the active members voting shall be declared elected.

Section 5. The polls shall be opened for the annual election at 12 o'clock M. and remain open until 3 P. M., at which latter hour the voting shall cease, and the Judge and Tellers shall thereupon count the votes as

cast, and notify the Secretary of the result, who shall immediately post the same on the bulletin board of the Exchange.

At the Annual Meeting the order of business shall be as follows :

1. Selection of Chairman.
2. Report of the Board of Directors.
3. Report of the Treasurer.
4. Deferred and new business.

Section 6. At the regular meeting of the Board of Directors succeeding the Annual Election, the Board shall elect one of their number as President, one as Vice-President, and one as Treasurer, who shall serve for the ensuing year and hold office until their successors are duly elected and qualified. Should no quorum of the Board be present at such meeting, the election shall be held at the first meeting at which a quorum is present.

Section 7. The President, upon the written request of fifteen active members, shall call special meetings of the Exchange. This request shall state explicitly the object of such meeting, and no other business shall be transacted thereat. Notice of all special meetings, including the objects for which such meetings are called, shall be conspicuously posted on the bulletin board of the Exchange at least forty eight hours prior to the convening of any such meeting, and notice mailed to the last recorded address of each active and of each contributing member at least three days prior thereto.

Section 8. At all meetings of the Exchange twenty active members shall constitute a quorum for the transaction of business.

Section 9. At the request of ten active members, the yeas and nays of those present and voting shall be recorded.

Section 10. Cushing's Manual shall be the authority on all questions of parliamentary usage arising at the meetings of the Exchange, its Board, or of its Committees.

Article II.

Section 1. It shall be the duty of the President to preside at all meetings of the Board of Directors and all special meetings of the Exchange.

Section 2. He shall appoint all committees, unless otherwise directed by the Board or by the Exchange, and be *ex-officio* a member of the same.

Section 3. He shall from time to time communicate to the Exchange, or to the Board of Directors, or any committee thereof, such matters as in his opinion will tend to advance the interests of the Exchange.

Section 4. He shall take charge of all bonds of suretyship given by officers or employees of the Exchange, and do all other acts properly belonging to the executive officer of a corporation.

Article III.

In case of the death or absence of the President, or of his inability from any cause to act, the Vice-President shall perform the duties of the President; and in case of the absence of both President and Vice-President, then the Board of Directors shall appoint one of their number to perform the duties of President for the time being.

Article IV.

The Secretary shall keep a record of the proceedings of the Board of Directors, and all meetings of the Exchange; and shall, under the direction of the Board of Directors, have charge of the office and clerical staff, and of the detail work of the Board, and of the various standing and special committees thereof, keeping and preserving in an orderly and systematic manner all books and documents, so that they shall at all times be accessible and convenient for reference. He shall have the custody of the corporate seal of the Exchange, which he shall affix to all documents directed to be executed by the Board. He shall collect and pay over to the Treasurer all moneys due the Exchange for assessments, fines, fees or otherwise. He shall, under the supervision of the Floor and Library Committee, have charge of the Exchange Rooms, and shall cause them to be properly heated, cleaned, ventilated and kept in order and repair. He shall have charge of the bulletins of the Exchange, and shall cause all information, statistics and notices pertaining to the business of the Exchange to be posted thereon in a correct, neat and orderly manner. He shall, with the advice and consent of the Board of Directors, appoint such assistants as he may deem necessary to aid him in the performance of his duties, and with a view to the greatest economy consistent with efficient service, shall organize them in separate departments, for the proper workings of each, and for all of which he shall be held responsible. He shall perform such other duties incident to his office as may from time to time be required of him by the Board.

Article V.

The Treasurer shall give bonds for the faithful performance of his duties, with approved sureties for such amount as the Board may, from time to time, determine, or as may be prescribed by law. He shall have the custody of all sums due to the Exchange, and upon the order of the Board of Directors, shall invest, deposit and disburse the same. He shall not pay out any of the funds of the Exchange unless authorized by the Board. All disbursements shall be made by checks signed by him and countersigned by the President. He shall keep regular books of account, and carefully

preserve all vouchers for the payment of money, and all bonds and securities representing investments belonging to the Exchange. He shall render a monthly account at each regular meeting of the Board of Directors, and an annual report to the Exchange at the annual meeting thereof, which report shall be audited and approved by the Finance Committee before presentation.

The funds, books, vouchers and securities in his hands shall, at all times, be under the supervision of the Board of Directors, and subject to its inspection and control ; and at the expiration of his term of office, he shall transfer all funds, books and other property of the Exchange in his possession to his successor.

Article VI.

Section 1. The Board of Directors shall hold regular meetings on the fourth Monday of each month, except July and August ; but when such day shall fall on a holiday, the meeting shall be held on the first business day thereafter.

Section 2. Special meetings shall be called by order of the President, or at the written request of three directors, twenty-four hours' notice being given, and the object of the meeting being stated in the call, and no other business shall be transacted.

Section 3. Ten members shall constitute a quorum for the transaction of business.

Section 4. The Board shall have the general management, care and supervision of all the property and interests of the Exchange, and shall consider and report at the annual meeting upon all subjects that may require the action of the Exchange, and shall also consider and report upon all matters which the Exchange may specially refer to it.

Section 5. It shall appoint a Secretary, who shall hold office at the pleasure of the Board.

It shall also appoint, from time to time, a Solicitor, an Assistant Secretary, or other officers and such special committees as it may deem necessary for the purposes of the Exchange.

Section 6. If any member of the Board of Directors shall be absent from three consecutive stated meetings of the Board without a valid excuse made in writing to the President, it shall be the duty of the Secretary to report the fact to the Board, and the President shall thereupon put the question to the Board whether the seat of such Director shall or shall not be declared vacant.

All vacancies in office, arising from any cause whatsoever, shall be filled by the Board at any regular meeting, or at any special meeting called for the purpose.

The election for supplying the vacancy shall be by ballot.

Section 7. The following committees shall be standing committees of the Board:

1. *A Finance Committee, to consist of three members.* They shall have the general supervision of the accounts and finances of the exchange, subject to the direction of the Board. They shall approve all bills, and every three months audit the accounts of the Treasurer and report the same to the Board. Before the payment of any bill, it shall be marked "Approved," and the approval thereof signed by the chairman of the committee.

2. *A Floor and Library Committee, to consist of three members.* They shall have general supervision of the floor of the Exchange, shall see that proper order is observed and that the Regulations of the Exchange as affecting the rooms are enforced. They shall have charge of the Board Room, Library and Records of the Exchange and power to adopt Regulations, subject to the approval of the Board, for the preservation of order upon the floor, and for the use of the Library and Records. They shall have the selection and supervision of the newspapers, furniture and charts, and shall see that the Regulations they adopt are exhibited in a conspicuous position.

3. *A Harbor, Pilotage and Station Committee, to consist of five members.* They shall have general supervision of subjects relating to the harbor, river, bay and adjacent waters, and all subjects relating to pilotage and reporting stations.

4. *A Commerce and Transportation Committee, to consist of five members.* They shall have general supervision of all matters concerning commerce and transportation.

5. *A Membership Committee, to consist of three members.* All proposals for membership shall be submitted in writing to this Committee, for consideration, and they shall report thereon to the Board.

6. *An Executive Committee, to consist of the Chairman of the various standing committees of the Board,* of which committee the President of the Exchange shall be chairman. They shall consider all questions referred to them by the Board, and shall make such suggestions as they may deem advisable for the interests of the Exchange, and, subject to the orders of the Board, carry into effect any matter that may be referred.

Section 8. Reports of committees shall be made in writing to the Board of Directors at each stated meeting of the Board, and signed by a majority of each committee. Minority reports may be submitted.

Section 9. Vacancies that occur in any of the committees shall be filled by the President.

Section 10. A majority of any committee shall constitute a quorum for the transaction of business.

Article VII.

Section 1. The name of any reputable individual, firm or corporation, on the proposal of one active member, endorsed by another, shall, if approved by the Committee on Membership, be presented to the Board of Directors for active membership, and the said Board may proceed to an election. Three black balls shall defeat the election of the applicant. Newly-elected active members shall, within thirty days after their election, pay to the Secretary of the Exchange the initiation or transfer fee prescribed, and also the pro rata dues for the fiscal year. Upon the payment of these fees and dues it shall be the duty of the Secretary to cause to be issued or transferred to the newly-elected active member a certificate of active membership, which shall entitle the holder thereof to all privileges of the Exchange, subject to the By-Laws and regulations thereof. The said certificates of active membership, provided all dues assessed thereon shall have been paid, shall be transferable on the books of the Exchange, upon the payment of a transfer fee of Five Dollars to the Exchange, provided the transferee thereof shall have been regularly elected a member of the Exchange, as provided for in the case of original applicants.

Section 2. Upon the transfer of any certificate as aforesaid, the transferrer shall surrender and forfeit all his rights and privileges in and to the benefits and property of the Exchange, and all the said privileges shall inure to the transferee upon his complying with the requirements of active membership. He shall then be an active member of the Exchange and owner of the said certificate.

Section 3. Newly-elected active members shall either pay to the Secretary within the time hereinbefore specified an initiation fee of Twenty Dollars, and certificates of active membership shall thereupon be issued to all such persons, or else present a certificate of active membership for transfer, and pay the transfer fee of Five Dollars. An annual tax, to be fixed each year by the Board, shall be paid by all active members of the Exchange within sixty days after the same shall fall due, and any active member who shall be in arrears thereafter shall be considered as in bad standing and deprived of admission to the floor and all of the rights and privileges of active membership, and the Board of Directors shall have the power by resolution to cancel the certificate of active membership of any member who shall be in arrears for six months.

Section 4. The Secretary shall issue upon each certificate of membership one card of admission which shall entitle the holder to admission to the rooms of the Exchange, and the privileges and benefits thereof, but corporation and firm members shall designate one person in whose name the card of admission is to be issued, and in the absence of such designation,

the Secretary shall issue such card to the President of the corporation, or the senior member of the firm, as the case may be. No one shall be admitted to the rooms of the Exchange without a card of admission, and it shall be shown at the door upon request.

Section 5. Prior to April 1st, 1894, every member of the Exchange in good standing shall have the privilege of nominating not more than three individuals, firms or corporations for election as members, and upon the election thereof and the payment of thirty dollars to the Secretary by each newly-elected member, a certificate of membership in the Exchange and a card of admission in accordance with these By-Laws shall be issued to each without other transfer or initiation fee, and no dues shall be assessed on said certificate of membership prior to April 1st, 1895.

Section 6. Journalists, collectors of news, insurance companies and others, or their representatives, requiring the use of the news of the Exchange for other than ordinary private mercantile business, can obtain and use the same only under special contract made therefor with the Executive Committee.

Any member who shall furnish or publish the news, or otherwise act in violation of this By-Law, shall be dealt with as provided in Article VII, Section 8, of these By-Laws.

Section 7. Individuals, firms or corporations not directly interested in maritime matters, may be elected contributing members of the Exchange in the manner provided for the election of active members, and upon the payment of thirty dollars (\$30) per annum in advance on the first day of April of each year, shall have all the rights and privileges of active members, except that of voting, or being eligible to office.

Section 8. Any violation of the By-Laws or Regulations, or any ungentlemanly or dishonorable conduct on the part of a member, shall subject him to public expulsion, and the Board of Directors, upon a two-thirds vote, shall have full power to expel or suspend any member for cause.

Upon the death of an active member, the certificate of active membership shall descend to his legal representative, who may dispose of the same, subject to the approval of the Board.

Article VIII.

Section 1. Any active members of the Exchange having business disputes with each other, may submit the same to arbitration as hereinafter provided.

Section 2. Each party to the dispute shall select an Arbitrator, and the Arbitrators so chosen shall elect an Umpire, who shall preside at all

meetings of the arbitration. All Arbitrators and Umpires must be members of the Exchange.

Section 3. The decision of a majority of the Arbitrators shall be final and binding on all parties to the arbitration.

Section 4. The parties electing to arbitrate shall file with the Secretary of the Exchange a notification to that effect, together with a general statement of the case on which Arbitration is desired. On receipt of this notification, the Secretary shall notify both parties, their Arbitrators and the Umpire, appointing a time (not later than ten days after the receipt of the original notice by him) and place, when and where the case shall be heard. In event of either party not attending on the appointed day, unless they shall present a sufficient written reason, in the Umpire's opinion, for their not doing so, the case shall be heard by the Arbitrators, and judgment rendered in accordance with their decision.

Section 5. No transfer of any certificate of active membership shall be made pending an arbitration in which the holder thereof is a party.

Section 6. The Secretary shall submit the following oath to each Arbitrator and Umpire before the presentation of the case: "You do swear (or affirm) that you will faithfully hear and examine the matter in controversy to be submitted before you, and make a just award therein, according to the best of your understanding, so help you God" ("and so you do affirm").

Section 7. All witnesses called to testify before the Arbitrators shall be first sworn or affirmed by the Secretary as follows: "You do swear that the evidence you shall give in the matter now before the Arbitrators shall be the truth, the whole truth, and nothing but the truth, so help you God;" or, "You do solemnly, sincerely and truly declare and affirm that the evidence you shall give in the matter now before the Arbitrators shall be the truth, the whole truth, and nothing but the truth, and so you affirm."

The testimony of each witness shall be reduced to writing, signed at the end thereof by the witness, and attested by the Secretary.

Section 8. The Secretary, or a substitute appointed by the Arbitrators, shall act as clerk of the Arbitration Committee, and shall see that the proper forms, as provided for herein, are faithfully carried out by all concerned—that the proceedings of the Arbitrators are recorded in a book to be kept for that purpose, in which shall be entered a summary of each controversy submitted for arbitration, the award made thereon, and the ground for such award. Said book shall be the property of the Exchange.

Section 9. The Secretary and each of the Arbitrators shall be entitled to a fee of Five Dollars in cases involving Two Hundred and Fifty Dollars or less, and a fee of Ten Dollars in cases involving an amount over Two

Hundred and Fifty Dollars, for each and every sitting. These fees and the necessary expenses incident to taking testimony shall be paid by the unsuccessful party, unless otherwise ordered by the Arbitrators.

Section 10. Prior to the hearing of any cause, the Secretary shall require the disputing parties to sign an agreement in writing expressing their willingness to submit their case to arbitration, and to be bound by the Arbitrators' decision, and that the submission be made a rule of court. Such agreement shall state in terms sufficiently particular to fully express, limit, and identify the subject-matter, or matters submitted, and the names of the Arbitrators chosen, and shall authorize the Arbitrators to impose upon the losing party the award which, in their opinion may be proper, together with the payment of the fees above provided for.

Article IX.

These By-Laws may be amended by the majority of the active members present at any meeting of the Exchange, provided that such amendment shall have been submitted to the Board of Directors at least thirty days previous to the said meeting, and that at least five days' notice of the proposed amendment shall have been mailed to the last recorded address of each active and contributing member as appears by the Secretary's book.

FLOOR REGULATIONS.

*On and after April 1st, 1894, the following Floor Regulations of
The Philadelphia Maritime Exchange shall be in effect.*

1. No one shall cut, mark, injure or remove any book, paper or article of furniture belonging to the Exchange.

2. No one shall alter, erase, or remove any matter posted upon any bulletin or in any record book.

3. No one shall post any notice, call, or information upon the walls or bulletin-boards without authority from the Secretary, and the approval of the Floor and Library Committee.

4. No shipmaster or visitor, extended the privilege of the floor, shall transact business in the Exchange, except through a member thereof.

5. No member, or other person, shall publish or sell the news of the Exchange, or furnish the same for publication or sale unless authorized by special contract in writing previously made with the Executive Committee.

6. If any member shall be guilty of ungentlemanly behaviour or improper conduct while upon the floor or in any of the rooms of the Exchange, or shall violate any of the By-Laws or Regulations, it shall be the duty of the Floor and Library Committee, upon the receipt of written complaint thereof from a member or employee of the Exchange, to investigate the charges, and if they are sustained the Committee shall report to the Board of Directors, who shall have the right to suspend, expel, or impose upon the offender such fine as may be agreed upon by a two-thirds vote, but not exceeding for a first offense Twenty-five Dollars (\$25).

For a second offense, the offender may be fined not exceeding One Hundred Dollars (\$100), or suspended or expelled by a two-thirds vote of the Directors present at any regular meeting thereof.

Failure to pay a fine within five (5) days shall subject the party in default to suspension by the Board of Directors.

A suspended member may be reinstated by a two-thirds vote of the Directors present at any regular meeting thereof.

7. If any non-member shall violate the By-Laws or Regulations, his ticket may be taken up by order of the Floor and Library Committee, and

he may be refused admission to the floor of the Exchange until the next stated meeting of the Board of Directors.

8. Members in arrears for the annual tax for a period of sixty days shall be deprived of admission to the floor, and of all rights and privileges of membership in accordance with Article VII of the By-Laws; and members in arrears upon bills for special service for a period of thirty days shall be deprived of admission to the floor.

CARDS OF ADMISSION.

Upon each Certificate of Membership one card of admission shall be issued by the Secretary, which shall entitle the member to admission to the rooms of the Exchange, and privileges and benefits thereof, but corporations and firms shall designate one person in whose name the card of admission is to be issued, such person shall be an officer of the corporation, or a member of the firm, designating him, and shall become thereby the duly accredited representative thereof, and entitled to vote for it at the meetings of the Exchange, and be subject in all respects to the By-Laws and Rules and Regulations.

Cards of admission must be shown at the door upon request.

PILOTS' TICKETS.

If the manager of any Pennsylvania or Delaware pilot boat is an active member of the Exchange in good standing, cards of admission may be issued at the discretion of the Floor and Library Committee, to every other pilot attached to the same boat. Such cards shall state the name of the pilot and of the boat to which he is attached, and shall become void if he ceases to be attached to that boat.

SHIPMASTERS' TICKETS.

Cards of admission to the floor, good for ten days, may be issued at discretion of the Floor and Library Committee, to masters in actual command of vessels in service.

VISITORS' TICKETS.

Non-resident visitors to the Exchange must be introduced by a member in good standing, and their names shall be registered in a book provided for that purpose. A visitor so introduced may receive a card of admission good for six (6) consecutive days, and the same can be renewed at discretion of the Floor and Library Committee. Should such visitor violate the By-Laws or Regulations by the transaction of business on the floor, or in

any other manner whatsoever, the member introducing him shall be held responsible for such violation.

UNAUTHORIZED USE OF TICKETS.

The door-keeper shall take up any card of admission presented by a person not authorized under the By-Laws or Regulations of the Exchange to use the same, and shall refuse admission to such person.

TEMPORARY TICKETS.

A temporary card of admission, good until the day of the next succeeding regular meeting of the Board of Directors, may be issued at the discretion of the Floor and Library Committee upon the recommendation of the Membership Committee, to any candidate for membership.

SUBSTITUTE TICKETS.

During the temporary absence of a member from the city, or during his illness confining him to his house, a substitute card of admission, good for not exceeding 30 days, may be issued at the discretion of the Floor and Library Committee, upon written request therefor.

The same right shall be enjoyed by the duly accredited representative of a corporation or firm.

COMPLIMENTARY TICKETS.

Complimentary cards of admission may be issued as authorized by the Board of Directors from time to time; such cards to be signed by the President and attested by the Secretary.

LOST TICKETS.

Duplicates may be issued in place of lost cards of admission by the same authority and in the same manner that the originals were granted.

Special Service.

TELEPHONE AND MESSENGER SERVICE.

All maritime information in possession of the main office of the Exchange can be obtained by any member promptly and without charge, on application personally at the rooms, or by telephone, messenger or letter. For example, if a member wishes to know the position of a certain vessel, he is entitled to and will receive at once all the information in possession of the office at the time inquiry is made.

On the other hand, if a member requests in advance that he shall be kept advised either by telephone, messenger, or letter, of all movements or information in regard to a particular vessel, or vessels, or cargoes, such request involves extra service, which must be paid for at special rates.

RATES.

Single request in advance for telephone, messenger, or letter report, of the sailing, arrival, or passing a reporting point, or any one item of information in regard to any particular vessel or cargo, ten cents payable when request therefor is made, or monthly, or as may be arranged for by the Floor and Library Committee.

Special service by telephone, messenger, or letter, of the sailing, arrival, or passing a reporting point, of a particular line of vessels, or a particular ownership, or a number of vessels, or the continued movements of a single vessel, can be arranged for with the Floor and Library Committee.

DIRECT NEWS FROM STATIONS.

Superintendents of Reporting Stations and of the Lewes Branch Office are instructed to answer inquiries received direct from members, as to questions of fact within their own knowledge, such answers to be sent through the Exchange when practicable. A charge of fifty (50) cents will be made for each answer, exclusive of telegraph tolls, if any.

BUSINESS HOURS.

The business hours of the Exchange shall be as follows :

Week-days, (Saturdays excepted) from 8 A. M. until 6 P. M.

Saturdays, from 8 A. M. until 4 P. M., except between June 15th and September 15th, when the Exchange will close at noon.

Legal holidays, from 9 to 10 A. M.

All of which are subject to the discretion of the Floor and Library Committee.

Promulgated by order of the Floor and Library Committee.

J. S. W. HOLTON, Chairman.

Approved by the Board of Directors, 19th March, 1894.

RECORDS AND BULLETINS ON FILE IN THE MARITIME EXCHANGE.

Delaware Bay and River News.—Embracing the movements of all classes of Vessels as observed from the Stations of the Exchange in the Bay and River Delaware.

Arrivals—Foreign and Coastwise.—Comprising all arrivals of Vessels at Philadelphia from Foreign and Coastwise Ports.

Clearances—Foreign and Coastwise.—Comprising all clearances of vessels from Philadelphia to Foreign and Coastwise Ports.

Imports.—A complete record of Manifests of Cargoes of all Vessels from Foreign Ports.

Exports.—A complete record of all Manifests of Cargoes of Vessels leaving Philadelphia for Foreign Ports.

Foreign Cable Shipping News.—The movements of Vessels in the American trade at Foreign Ports, *as received by Cable*.

Domestic Shipping News.—The movements of Vessels at American Ports, *other than Philadelphia*.

Disasters and Miscellaneous.—The earliest intelligence procurable respecting Disasters, Detentions and Maritime items of general interest, from all parts of the world.

Charter Book.—Record of Charters made at and from American Ports.

Mail Steamers.—The names of Steamers and hour for closing Outward Mails at Philadelphia and New York; *the hour of sighting* Inward Mail Steamers, with the time their mails will be ready for delivery; changes, detentions, etc.

Financial Reports.—Daily quotations of Exchange in European Monetary Centres, the fluctuations of Bonds, Stocks, Consols, Rentes, etc., on the London Stock Exchange and Paris Bourse, embracing "Governments" and General Securities; Silver quotations; Paris Exchange on London; Specie statements of the Bank of England, Bank of France and the Imperial Bank of Germany, with their current rates of Discount.

Also, similar intelligence from the principal Monetary Centres of the United States, including fluctuations in the principal Bonds, Railroad Stocks and Mining Securities; notice of Dividends declared; and Clearing House statements from Boston to San Francisco.

Market Reports.—Embracing the quotations for the day in all the principal Trade Centres of Grain, Petroleum, Cotton, Provisions, and, in fact, all staples for both immediate and future delivery; together with the tone and special features of the Markets, and Rates of Freight by Rail, Steam and Sail, both Inland and Ocean.

Cable Quotations from the principal cities of England, France, Germany and other European Markets, for Grain, Petroleum, Provisions, Cotton, Coffee, etc., in detail; also Foreign Specialties and Freight in various directions, the Coffee Market at Rio Janeiro, and Cuba Sugar Market.

Statistics relating to the Export and Import Trade of the United States.

Distinguishing Day Marks and Night Signals of the different steamship lines.

Light-House Notices, with the latest changes in Lights, Buoys, etc.

Consular Reports from abroad to the Government at Washington.

Weather Report of the United States Weather Bureau.—This is received daily, at about 10.30 A. M. It consists of a detailed statement of the barometer, thermometer, direction and velocity of the wind, and other phenomena as observed at 7 A. M., 75th meridian time, at about eighty stations of the Signal Service. This data is entered on an outline map of the United States, and isobars and isothermal lines are drawn, showing at a glance the meteorological conditions of the whole country. The weather indications of the twenty-four hours commencing at 3 P. M. of the day on which the map is posted are also given. A Coast Bulletin is prepared daily at the Exchange, showing the direction and velocity of the wind and the state of the weather at eighteen stations on the Atlantic Coast, from Eastport, Maine, to Key West, Florida, and including the principal Ports in the Gulf of Mexico. In addition to the regular reports, special bulletins received at the United States Weather Bureau in this city are promptly posted. These include Cold Wave warnings, Frost warnings, movements of approaching storms, and other items of interest.

General News.—Embracing items of miscellaneous character, such as Business Failures, Fires, Quarantine and other official notices; important legal decisions in Admiralty, and Press dispatches from all parts of the world.

List of Vessels in Port.—Showing Nationality, rig, tonnage, location, employment, name of master and agent.

Logs.—Abstracts from logs of incoming steamers, showing the character of the weather, etc., experienced during the voyage.

Commercial Circulars in great variety, from the principal ports of the world, domestic and foreign, showing the actual state of trade in detail, by latest mail advices.

Code Books.—Watkins, Scott, A 1, Commercial, A. B. C., and Hunter & Patten.

Books of Reference.—Century Dictionary, Webster's Unabridged Dictionary, Atlases (Foreign and Domestic), London Post Office Directory, Directories of principal American Cities, United States Revised Statutes, Laws of Pennsylvania, Ordinances of City of Philadelphia, Shipping Records (American and Foreign), Port Charges of the World, Gazetteer of the World, Congressional Record, Philadelphia and New York Securities, Reports of United States Engineers on the Harbors of the United States, Navigation laws of the United States, Customs Regulations of the United States, Reports of Maritime and Commercial Bodies, and an extensive Library of other Commercial Works of Reference.

Tide Table for the Port of Philadelphia and Delaware River and Bay.

Showing the difference between the time of High Water at Philadelphia (Walnut Street Wharf, Delaware River) and the following places.

The hours and minutes standing against the place in this table are to be added or subtracted from the time of High Water at Philadelphia on any given day, which will give (nearly) the time of High Water at the following points :

Corrected in accordance with the latest data on the tides of the Delaware River by the United States Coast and Geodetic Survey, June, 1896.

(+ signifies ADD ; — signifies SUBTRACT.)

DISTANCES.	Distance from Walnut Street Wharf, Philadelphia, in <i>Nautical Miles</i> , to the following Places, and the Difference in Time of High Water at Each Point.	DIFFERENCE IN TIME.
Nautical		H. M.
2½ miles.	Port Richmond Elevator, Philadelphia	+ 0.15
¾ "	Cooper's Point, New Jersey	+ 0.04
0 "	Walnut Street Wharf, Philadelphia	— 0.00
1¾ "	Kaighn's Point, New Jersey	— 0.05
3 "	Greenwich Point, Philadelphia	— 0.15
7 "	Girard Point, (Schuylkill River)	— 0.38
9¼ "	Point Breeze Oil Works (Schuylkill River)	— 0.36
9½ "	Gibson's Point (Schuylkill River)	— 0.33
12½ "	Chestnut St. Wharf (Schuylkill River)	— 0.24
14¼ "	Chester, Pennsylvania	— 1.01
15½ "	Schooner Ledge, Delaware River	— 1.06
17½ "	Pennsylvania Quarantine Station	— 1.11
17¾ "	Marcus Hook Reporting Station	— 1.12
23¾ "	Cherry Island Flats, Delaware River	— 1.52
24¾ "	Wilmington, Delaware, (mouth of Christiana Creek)	— 1.53
26 "	Deep Water Point, New Jersey	— 1.54
29¼ "	New Castle Reporting Station	— 2.12
33¾ "	Fort Delaware	— 2.47
38¼ "	Reedy Island Reporting Station	— 3.03
44¾ "	Liston's Point	— 3.23
48 "	Bombay Hook, Light	— 3.33
65¾ "	Cross Ledge Lighthouse	— 4.44
77½ "	Brandywine Lighthouse	— 5.12
85 "	Cape May	— 5.32
89 "	Delaware Breakwater Reporting Station	— 5.33
109 "	Five Fathom Bank Lightship	— 6.20
116 "	Northeast End Lightship	— 6.35

AVERAGE DURATION OF TIDES.

	RISE. h. m.	FALL. h. m.
Philadelphia	5.07	7.18
New Castle	5.16	7.09
Delaware Breakwater	6.20	6.05

	SPRING TIDES.	NEAP TIDES.	AVERAGE TIDES.
At Philadelphia	7.0 feet.	5.0 feet.	6.0 feet.
At New Castle	7.5 "	5.4 "	6.5 "
At Delaware Breakwater	5.3 "	3.4 "	4.4 "

Compass Variation at Philadelphia, 7° Westerly.

PORT OF PHILADELPHIA.

HARBOR RULES AND REGULATIONS.

1. All vessels arriving at the Port of Philadelphia must report at the Warden's office, within twenty-four hours after arrival, and before leaving the port must report their clearance. Penalty for neglecting to report, from \$10 to \$50.

2. Vessels must not anchor in the river Delaware below Kaighn's Point, west of the buoy marking the main channel.

Vessels must not anchor above Kaighn's Point, except eastward of Windmill Island, or in the east Channel at Cooper's Point.

Vessels must in no case anchor where they will interfere with the ferries.

Vessels must not anchor at Port Richmond, except by permission and under the direction of the Harbor Master.

Vessels must not anchor at any place in the channel of the river Schuylkill, nor lie at any wharf in that river more than two abreast, without the permission of the Harbor Master.

Vessels must not anchor on the range line of any range lights.

Vessels at anchor must exhibit, between sunset and sunrise, a visible white signal-light in the rigging, at least fifteen (15) feet above the deck.

3. Vessels hauled into any wharf or dock, or alongside of other vessels lying at any wharf or dock, must be made fast to the shore with proper lines, with sufficient fenders between them and the inside vessels, and shall, when so ordered by the Harbor Master, have their jib-booms, sprit-sail-yards, main-booms, spankers, ring-tail booms, davits and bumpkins, if any, rigged in, their lower yards topped, and anchors either a cockbill or at the hawse-pipe, as most convenient.

4. When fasts of vessels extend across a dock so as to obstruct passing vessels, the captain or person in charge shall, when so ordered by the Harbor Master, cause the fasts to be slackened or cast off.

5. Vessels lying at the ends of piers, so as to obstruct the passage to the adjoining docks, must move when necessary to accommodate other vessels entering or leaving the docks.

6. Vessels lying alongside of a wharf, and not taking in or discharging cargo, must make way for and permit other vessels that want to load or unload cargo to come inside next to the wharf.

7. If the person in charge of any vessel refuses to move, the Harbor Master shall cause the same to be done at the cost and risk of the master, owner or consignee.

8. No wharf shall be obstructed so as to prevent the loading or unloading of cargo, but reasonable facilities will at all times be allowed on application to the Harbor Master.

9. No tar, pitch, turpentine or rosin shall be heated on a wharf or on board any vessel lying at a wharf.

10. Vessels that may increase their width by using ballast-logs, pontoons, or devices of the same nature, must move to accommodate other vessels, when so ordered by the Harbor Master, and shall pay the expenses of other vessels that may be required to move to allow a vessel with the above appliances to get in or out of docks.

11. Any master, captain, or whoever is in charge of a vessel, who shall refuse or neglect to comply with the directions of the Harbor Master, or whoever shall obstruct his authority, shall be fined in a sum not exceeding \$100 for each and every offense.

12. All sea going vessels at anchor, or when discharging, loading, laying up or being repaired at any wharf in the Port of Philadelphia, are required to have and maintain a safe and convenient ladder, gang-plank or side steps for the use of persons having business on board such vessels.

13. Steamers or Sailing vessels loaded with Petroleum, Benzine, Benzole or Naphtha are not allowed to moor to any wharf on the Delaware River, north of Dickinson Street, nor to lie in the stream within the jurisdiction of the State of Pennsylvania above that point.

14. Steamers or Sailing vessels loaded with Petroleum, Benzine, Benzole or Naphtha, moored to any wharf in the City of Philadelphia, as above, and vessels not so loaded, lying within 150 feet of such Steamers or Sailing vessels, so loaded, and moored to or lying within that distance of a wharf, where Petroleum is kept or stored, are not allowed to have aboard any fire or light, lighted cigar or pipe of any kind whatsoever, unless by the written permission, duly signed by the owner, lessee or Superintendent of the wharf, at which the vessel is lying, setting forth particularly the lights and fires that may be used, and the manner of using them.

PORT OF PHILADELPHIA.

LIMITS OF PORT AND CUSTOMS DISTRICT.

As Approved by the Board of Directors of The Philadelphia Maritime Exchange, June 26, 1893.

The Port of Philadelphia, as defined for Customs purposes, comprises such waters of the Delaware and Schuylkill Rivers bordering on the municipality of the City of Philadelphia as are navigable. The municipal limits of Philadelphia on the Delaware River, as defined by the Director of Public Works, extend from a point immediately south of Fort Mifflin, below the mouth of the Schuylkill River, to the mouth of Poquessing Creek, immediately north of Torresdale. The authority of the Board of Port Wardens, one of the Departments of the City, extends from the State line on the south to the head of the navigable water on the Delaware River on the north. (See Loading and Discharging.)

The Customs District of Philadelphia, as defined by law, comprises all the waters and shores of the Delaware River, and the rivers and waters connected therewith, within the State of Pennsylvania, and the Port of Camden, of which Philadelphia is the port of entry. Camden and Chester are ports of delivery. (See Loading and Discharging.)

DISCHARGING.

Vessels with General Cargo from a foreign port on making entry at the Philadelphia Custom House, may discharge such cargo at any proper and accessible point within the limits of the Port where there is sufficient water and proper facilities for unloading.

Bonded Warehouses. United States Public Store, No. 134 South Second Street; Granite Street, Philip Godley, proprietor; Catharine Street, and Front and Lombard Streets, Philadelphia Warehousing & Safe Deposit Company, proprietors; Delaware Avenue Bonded Stores, Nos. 402 and 404 South Delaware Avenue. There are no Bonded Warehouses on the River Schuylkill.

Vessels with Cargo in Bulk, such as coal, salt, chalk, sulphur, railroad iron, iron ore, and other like articles, upon entry at the Philadelphia Custom House, duties having been paid and proper permits obtained, can discharge under supervision of Customs Officers at any suitable place within the district, including Camden, Chester, or Thurlow, and even as far down as Marcus Hook (the utmost limit of the Customs district on the south), if the necessity exists, and the consignees of vessel and cargo jointly apply for the privilege.

LOADING.

Cargo may be laden at any point within the Port or Customs District of Philadelphia, prior to clearance at Custom House. The supervision of Customs Officers only becomes necessary upon shipment of merchandise subject to drawback duty.

PORT OF PHILADELPHIA.

MARITIME RULES.

*(As Approved by the Board of Directors of The Philadelphia Maritime Exchange,
June 26th, 1893.)*

All transactions in Steamship and Sailing Vessel affairs among members of The Philadelphia Maritime Exchange shall be governed by the following rules, but nothing therein contained shall be construed as interfering in any way with the rights of members to make such special contracts or conditions as they may desire.

The Tables and Scales printed on pages 44 to 47, and 51 to 53, inclusive, are hereby made a part of these rules, and, when not otherwise stipulated, it will be understood that negotiations are based thereon.

GRAIN—STEAM AND SAIL.

Rule 1. Between the 1st of November and the 1st of April, notice that a vessel is ready for cargo must be served on charterers, or their duly accredited representatives, by 3 o'clock P. M., and between the 1st of April and the 1st of November, by 4 o'clock P. M., and on Saturday legal half holiday by 11 o'clock A. M.

Rule 2. In case of a steamer or sailing vessel chartered to load a cargo of grain at Philadelphia, such notification of readiness, to be valid, must be accompanied by a pass of the local Surveyor designated by a Board of Marine Underwriters, certifying to vessel's actual readiness for her cargo of grain.

Rule 3. Lay-days of a steamer or sailing vessel chartered to load grain at Philadelphia, and complying with Rule 1, will commence with the day following the service of her notification of readiness, provided said following day is not a Sunday or legal holiday.

Rule 4. In connection with Rules 1, 2 and 3, charterers are required to deliver orders by 4 o'clock P. M., to the agents of vessel, for vessel to move to her place of loading, between the 1st of November and the 1st of April, and by 5 o'clock P. M. between the 1st of April and the 1st of November. In event of such orders as to place of loading being given to

the agent of vessel as provided above, and vessel arrives at her place of loading by 7 o'clock A. M., say between the 1st of April and the 1st of November, or by 8 o'clock A. M. between the 1st of November and the 1st of April on the day following her notification of readiness, the lay-days shall then count in conformity with original notice, as per Rule 3. If vessel arrives at her place of loading later than 7 o'clock A. M. or 8 o'clock A. M. (as stipulated in Rule 4), but not later than 12 o'clock noon, the days shall commence to count at noon of the day of her arrival at the place of loading, unless that day is Saturday legal half holiday, in which case time shall count from 7 o'clock A. M. the following working day.

Rule 5. In case where any portion of a day more than one-half day is used in loading a vessel after the expiration of lay days stipulated for loading in Charter Party, such portion of lay day, so used, shall be charged and paid for by charterers as one full day's demurrage per Charter Party, except in case where lay days of vessel would have expired at noon, per Rule 4, in which case the balance of such day of expiration shall be charged for as one-half of one day's demurrage.

Rule 6. In case a vessel is loaded by 12 o'clock noon on the day after expiration of her lay days allotted for loading, and vessel can still clear at the Customs House and the Consulate the same day, no demurrage shall be charged by vessel to charterers for the use of that portion of a day. Should the vessel not be able to clear until Monday, owing to the next day after expiration of lay days being Saturday legal half holiday, then the vessel shall be entitled to two days' demurrage.

Rule 7. In the event of orders for vessel to move to her place of loading not being served on the agents of the vessel in accordance with Rule 4, the vessel must, upon eventual receipt from the charterers of orders to move, proceed to her place of loading as soon thereafter as tide and weather will permit; the lay days, however, to count as per original notification of readiness delivered in accordance with Rule 4.

Rule 8. Charterers shall be allowed the day after the completion of loading of cargo in which to clear same at the Custom House and to prepare necessary shipping documents, and Rule 3, regarding Sundays and legal holidays, shall apply in this case, it being part of this rule that charterers shall clear the cargo, as stated, in time for vessel to be cleared at the Custom House and Consulate in accordance with advertised office hours.

Rule 9. When steamers or sailing vessels are chartered with a given number of running days for loading and/or discharging cargo, the days used in loading at Philadelphia shall be computed in the same manner as provided for determining demurrage under Rules 5 and 6.

Rule 10. When a vessel's name, nationality, tonnage, class in a specified "Record" and position are correctly stated at time of charter and

the vessel is accepted, the contract shall be considered closed, and subsequent Insurance inquiries shall not affect the transaction.

Rule 11. In chartering, the phrase "about," when applied to readiness of vessel to load or to sail, either in respect to a vessel in this or in another American port or in a foreign port, shall be understood to mean not to exceed five days for sailing vessel or for steamer from date of actual fixing of vessel.

NOTE.—It is earnestly recommended that whenever it is at all possible that the use of such indefinite and misleading phrases as "nearly," "promptly," "about ready," "first-class," be avoided, and thus obviate many of the law suits and arbitrations certain to result from employing such indefinite terms.

Rule 12. The stipulation that a vessel is to proceed in ballast to commence upon her charter does not admit of taking for ballast anything but unmerchantable stuff, such as water, sand, stone, dirt or surplus bunker coal.

Rule 13. From the 1st of November to the 1st of March, from 8 o'clock A. M. until 5 o'clock P. M., and from the 1st of March to the 1st of November, from 7 o'clock A. M. to 6 o'clock P. M., shall be considered due diligence on the part of the ship in loading grain.

Rule 14. It is understood that wherever the word "charterers" is used in the foregoing rules it means charterers or their duly accredited representatives.

Rule 15. Lay-days shall not count during the continuance of a strike of employees of the elevator at or from which vessel has to load, or of stevedores or laborers, which entirely stops charterers from delivering cargo to the vessel, or the vessel from receiving said cargo. The charterers and the vessel are mutually exempt from responsibility to one another for delay caused by such strikes.

Rule 16. Lay days and demurrage on steamers chartered for full cargoes of grain to load at Philadelphia shall be as follows:

DEMURRAGE AND LAY-DAY SCALE.

For STEAMERS Loading and Discharging Cargoes of GRAIN.

When Capacity Guaranteed is						20 Demurrage
4,500 to 5,000	Quarters, 10%,	10 days,	Sundays excepted,	. . . . .	£
5,500 to 6,000	"	"	11	"	"	25
6,500 to 7,000	"	"	12	"	"	30
7,500 to 8,000	"	"	13	"	"	35
8,500 to 9,000	"	"	14	"	"	40
9,500 to 10,000	"	"	15	"	"	45
10,500 to 11,000	"	"	16	"	"	45
11,500 to 12,000	"	"	17	"	"	50
12,500 to 13,000	"	"	18	"	"	50
13,500 to 14,000	"	"	19	"	"	60
14,500 to 15,000	"	"	20	"	"	65
15,500 to 16,000	"	"	21	"	"	70
16,500 to 17,000	"	"	22	"	"	70
17,500 to 18,000	"	"	23	"	"	75
18,500 to 19,000	"	"	24	"	"	80
19,500 to 20,000	"	"	25	"	"	80

Rule 17. Lay-days and demurrage on sailing vessels chartered for full cargoes of grain to load at Philadelphia shall be as follows :

LAY-DAY SCALE.

For SAILING Vessels Loading and Discharging Cargoes of GRAIN.

For Vessels Registering.			Lay-days for Vessels Loading Grain.		
From	200 to	250 tons	21	days to load and discharge.	
"	251 to	300 "	22	"	"
"	301 to	350 "	23	"	"
"	351 to	400 "	24	"	"
"	401 to	450 "	25	"	"
"	451 to	500 "	26	"	"
"	501 to	550 "	27	"	"
"	551 to	600 "	28	"	"
"	601 to	650 "	29	"	"
"	651 to	700 "	30	"	"
"	701 to	800 "	31	"	"
"	801 to	900 "	32	"	"
"	901 to	1,000 "	33	"	"
"	1,001 to	1,100 "	34	"	"
"	1,101 to	1,200 "	35	"	"
"	1,201 to	1,300 "	36	"	"
"	1,301 to	1,400 "	37	"	"
"	1,401 to	1,500 "	38	"	"
"	1,501 to	1,600 "	39	"	"
"	1,601 to	1,700 "	40	"	"
"	1,701 to	1,800 "	40	"	"

LAY-DAYS FOR DISCHARGING.

Per American Grain Contract of London Corn Trade Association, London.

For STEAMERS discharging WHEAT and/or CORN, whether for direct Port or for Orders.

Per Contract of 1881.			Per Contract of 1891.		
250	Quarters,	$\frac{1}{4}$ running lay-days,	375	Quarters,	$\frac{1}{4}$ running lay-days.
500	"	$\frac{1}{2}$ " " "	750	"	$\frac{1}{2}$ " " "
750	"	$\frac{3}{4}$ " " "	1,125	"	$\frac{3}{4}$ " " "
1,000	"	1 " " "	1,500	"	1 " " "
2,000	"	2 " " "	3,000	"	2 " " "
3,000	"	3 " " "	4,500	"	3 " " "
4,000	"	4 " " "	6,000	"	4 " " "
5,000	"	5 " " "	7,500	"	5 " " "
6,000	"	6 " " "	9,000	"	6 " " "
7,000	"	7 " " "	10,500	"	7 " " "
8,000	"	8 " " "	12,000	"	8 " " "
9,000	"	9 " " "	13,500	"	9 " " "
10,000	"	10 " " "	15,000	"	10 " " "
11,000	"	11 " " "	16,500	"	11 " " "
12,000	"	12 " " "	18,000	"	12 " " "
13,000	"	13 " " "	19,500	"	13 " " "
14,000	"	14 " " "	21,000	"	14 " " "
15,000	"	15 " " "	22,500	"	15 " " "
16,000	"	16 " " "	24,000	"	16 " " "
17,000	"	17 " " "	25,500	"	17 " " "
18,000	"	18 " " "			
19,000	"	19 " " "			
20,000	"	20 " " "			
21,000	"	21 " " "			
22,000	"	22 " " "			
23,000	"	23 " " "			
24,000	"	24 " " "			
25,000	"	25 " " "			

LAY-DAYS FOR DISCHARGING.

Per American Grain Contract of London Corn Trade Association,
London, 1891.

For SAILING Vessels discharging all kinds of GRAIN.

For Cork for Orders.					For Direct Port.				
2,000	Quarters,	. . .	10	running lay-days.	2,000	Quarters,	. . .	8	running lay-days.
2,400	"	. . .	11	" "	2,500	"	. . .	9	" "
2,800	"	. . .	12	" "	3,000	"	. . .	10	" "
3,200	"	. . .	13	" "	3,500	"	. . .	11	" "
3,600	"	. . .	14	" "	4,000	"	. . .	12	" "
4,000	"	. . .	15	" "	4,500	"	. . .	13	" "
4,400	"	. . .	16	" "	5,000	"	. . .	14	" "
4,800	"	. . .	17	" "	5,500	"	. . .	15	" "
5,200	"	. . .	18	" "	6,000	"	. . .	16	" "
5,600	"	. . .	19	" "	6,500	"	. . .	17	" "
6,000	"	. . .	20	" "	7,000	"	. . .	18	" "
6,400	"	. . .	21	" "	7,500	"	. . .	19	" "
6,800	"	. . .	22	" "	8,000	"	. . .	20	" "
7,200	"	. . .	23	" "	8,500	"	. . .	21	" "
7,600	"	. . .	24	" "	9,000	"	. . .	22	" "
8,000	"	. . .	25	" "	9,500	"	. . .	23	" "
8,400	"	. . .	26	" "	10,000	"	. . .	24	" "
8,800	"	. . .	27	" "	10,500	"	. . .	25	" "
9,200	"	. . .	28	" "	11,000	"	. . .	26	" "
9,600	"	. . .	29	" "	11,500	"	. . .	27	" "
10,000	"	. . .	30	" "	12,000	"	. . .	28	" "
10,400	"	. . .	31	" "	12,500	"	. . .	29	" "
10,800	"	. . .	32	" "	13,000	"	. . .	30	" "
11,200	"	. . .	33	" "					

DEMURRAGE SCALE—SAIL—GRAIN.

The Demurrage on sea-going Sailing Vessels shall be as follows, viz:

For Vessels of 200 tons or under, 12 cents per ton.

For Vessels over 200 tons, and not exceeding 500 tons, \$24 for the first 200 tons, and 8 cents per ton for each ton additional.

For Vessels over 500 tons, and not exceeding 900 tons, \$48 for the first 500 tons, and 6 cents per ton for each ton additional.

For Vessels over 900 tons, \$72 for the first 900 tons, and 5 cents per ton for each ton additional.

300 tons register....\$32 00 per day.				1,425 tons register....\$98 25 per day.			
325	"	....	34 00 "	1,450	"	....	99 50 "
350	"	....	36 00 "	1,475	"	....	100 75 "
375	"	....	38 00 "	1,500	"	....	102 00 "
400	"	....	40 00 "	1,525	"	....	103 25 "
425	"	....	42 00 "	1,550	"	....	104 50 "
450	"	....	44 00 "	1,575	"	....	105 75 "
475	"	....	46 00 "	1,600	"	....	107 00 "
500	"	....	48 00 "	1,625	"	....	108 25 "
525	"	....	49 50 "	1,650	"	....	109 50 "
550	"	....	51 00 "	1,675	"	....	110 75 "
575	"	....	52 50 "	1,700	"	....	112 00 "
600	"	....	54 00 "	1,725	"	....	113 25 "
625	"	....	55 50 "	1,750	"	....	114 50 "
650	"	....	57 00 "	1,775	"	....	115 75 "
675	"	....	58 50 "	1,800	"	....	117 00 "
700	"	....	60 00 "	1,825	"	....	118 25 "
725	"	....	61 50 "	1,850	"	....	119 50 "
750	"	....	63 00 "	1,875	"	....	120 75 "
775	"	....	64 50 "	1,900	"	....	122 00 "
800	"	....	66 00 "	1,925	"	....	123 25 "
825	"	....	67 50 "	1,950	"	....	124 50 "
850	"	....	69 00 "	1,975	"	....	125 75 "
875	"	....	70 50 "	2,000	"	....	127 00 "
900	"	....	72 00 "	2,025	"	....	128 25 "
925	"	....	73 25 "	2,050	"	....	129 50 "
950	"	....	74 50 "	2,075	"	....	130 75 "
975	"	....	75 75 "	2,100	"	....	132 00 "
1,000	"	....	77 00 "	2,125	"	....	133 25 "
1,025	"	....	78 25 "	2,150	"	....	134 50 "
1,050	"	....	79 50 "	2,175	"	....	135 75 "
1,075	"	....	80 75 "	2,200	"	....	137 00 "
1,100	"	....	82 00 "	2,225	"	....	138 25 "
1,125	"	....	83 25 "	2,250	"	....	139 50 "
1,150	"	....	84 50 "	2,275	"	....	140 75 "
1,175	"	....	85 75 "	2,300	"	....	142 00 "
1,200	"	....	87 00 "	2,325	"	....	143 25 "
1,225	"	....	88 25 "	2,350	"	....	144 50 "
1,250	"	....	89 50 "	2,375	"	....	145 75 "
1,275	"	....	90 75 "	2,400	"	....	147 00 "
1,300	"	....	92 00 "	2,425	"	....	148 25 "
1,325	"	....	93 25 "	2,450	"	....	149 50 "
1,350	"	....	94 50 "	2,475	"	....	150 75 "
1,375	"	....	95 75 "	2,500	"	....	152 00 "
1,400	"	....	97 00 "				

WHARFAGE—GRAIN.

No charge for wharfage is made by the GRAIN Elevator Companies, of Philadelphia, on either Steamships or Sailing Vessels, while actually loading grain alongside the elevators.

When not loading, wharfage will be charged at the following rates :

STEAMSHIPS—One cent per registered ton per day.

SAILING VESSELS—Under 500 tons register, \$3.00 per day ; 500 to 800 tons register, \$4.00 per day ; 800 to 1000 tons register, \$5.00 per day ; over 1000 tons register, \$6.00.

Rule 18. Charterers desiring signature of Master to Bills of Lading for cargo shipped, must notify Agents of vessel of said desire between the 1st of November and the 1st of April by 3 o'clock P. M. and between the 1st of April and the 1st of November by 4 o'clock P. M.; in both cases the exception to the rule being in connection with Saturdays (legal half holiday), when notice, as above, must be served to the Agents at their Office by 11 o'clock A. M. The Bills of Lading shall be sent to the Office of the Agents of the vessel, and every effort shall be used with a view to having Captain at Agent's Office for this purpose promptly on notification, as above.

Rule 19. Where vessels are chartered with the option to charterers of loading at other than port of discharge, orders are to be given by charterers to Master or his Agents, designating port of loading under charter by 12 o'clock noon, on the day of completion of discharge, excepting on Saturday, when orders shall be given before 11 o'clock A. M. If not discharged on the day on which demand for loading port is made, vessel to again ask for orders. Should vessel come to a port of call, in ballast, charterers are to furnish orders to her Master, or his Agents, within 24 hours after notice of arrival at port of call, or lay days to count.

PORT OF PHILADELPHIA.

MARITIME RULES.

(As Approved by the Board of Directors of The Philadelphia Maritime Exchange, June 26th, 1893).

PETROLEUM.

Rule 1. Between the 1st of November and the 1st of April, notice that a vessel is ready for cargo must be served on charterers, or their duly accredited representatives, by 3 o'clock P. M., and between the 1st of April

and the 1st of November by 4 o'clock P. M., and on Saturday (legal half holiday), by 11 o'clock A. M.

Rule 2. In case of a sailing vessel or steamer chartered to load a cargo of Petroleum in cases and/or barrels at Philadelphia, notification of readiness shall not be valid unless sufficient ballast (if any ballast be required) is on board vessel and duly trimmed, and, in case of tank oil vessels, the tanks are all tight and free of water, and in every way ready for cargo, the said notification of readiness when required by Charterers to be accompanied by a certificate from a recognized stowage inspector of Philadelphia.

Rule 3. In connection with Rules 1, 2 and 3, charterers are required to deliver orders by 4 o'clock P. M., to the agents of vessel, for vessel to move to her place of loading, between the 1st of November and the 1st of April, and by 5 o'clock P. M. between the 1st of April and the 1st of November. In event of such orders as to place of loading being given to the agent of vessel as provided above, and vessel arrives at her place of loading by 7 o'clock A. M., say between the 1st of April and the 1st of November, or by 8 o'clock A. M. between the 1st of November and the 1st of April on the day following her notification of readiness, the lay-days shall then count in conformity with original notice, as per Rule 2. If vessel arrives at her place of loading later than 7 o'clock A. M. or 8 o'clock A. M. (as stipulated in Rule 4), but not later than 12 o'clock noon, the days shall commence to count at noon of the day of her arrival at the place of loading, unless that day is Saturday legal half holiday, in which case time shall count from 7 o'clock A. M. the following working day.

Rule 4. In case where any portion of a day more than one-half day is used in loading a vessel after the expiration of lay-days stipulated for loading in Charter Party, such portion of lay day so used shall be charged and paid for by charterers as one full day's demurrage per Charter Party, except in case where lay days of vessel would have expired at noon, per Rule 3, in which case the balance of such day of expiration shall be charged for as one-half of one day's demurrage.

Rule 5. In case a vessel is loaded by 12 o'clock noon on the day after expiration of her lay days allotted for loading, and vessel can still clear at the Customs House and the Consulate the same day, no demurrage shall be charged by vessel to charterers for the use of that portion of a day. Should the vessel not be able to clear until Monday, owing to the next day after expiration of lay days being Saturday legal half holiday, then the vessel shall be entitled to two days' demurrage.

Rule 6. In the event of orders for vessel to move to her place of loading not being served on the agents of the vessel in accordance with Rule 3,

the vessel must, upon eventual receipt from the charterers of orders to move, proceed to her place of loading as soon thereafter as tide and weather will permit; the lay days, however, to count as per original notification of readiness delivered in accordance with Rule 3.

Rule 7. Charterers shall be allowed the day after the completion of loading of cargo in which to clear same at the Custom House and to prepare necessary shipping documents, and Rule 3, regarding Sundays and legal holidays, shall apply in this case, it being part of this rule that charterers shall clear the cargo, as stated, in time for vessel to be cleared at the Custom House and Consulate in accordance with advertised office hours.

Rule 8. When a vessel's name, nationality, tonnage, class in a specified "Record" and position are correctly stated at time of charter and the vessel is accepted, the contract shall be considered closed, and subsequent Insurance inquiries shall not affect the transaction.

Rule 9. In chartering, the phrase "about," when applied to readiness of vessels to load or to sail, either in respect to a vessel in this or in another American port or in a foreign port, shall be understood to mean not to exceed five days for sailing vessel or for steamer from date of actual fixing of vessel.

NOTE.—It is earnestly recommended that whenever it is at all possible that the use of such indefinite and misleading phrases as "nearly," "promptly," "about ready," "first-class," be avoided, and thus obviate many of the law suits and arbitrations certain to result from employing such indefinite terms.

Rule 10. The stipulation that a vessel is to proceed in ballast to commence upon her charter does not admit of taking for ballast anything but unmerchantable stuff, such as water, sand, stone, dirt or surplus bunker coal.

Rule 11. From the 1st of November to the 1st of March, from 8 o'clock A. M. until 5 o'clock P. M., and from the 1st of March to the 1st of November, from 7 o'clock A. M. to 6 o'clock P. M., shall be considered due diligence on the part of the ship in loading grain.

Rule 12. When practicable and not injurious to the stowage of the vessel (of which fact the regular Stowage Inspectors employed for the cargo shall be the judges and shall give their decision in writing,) she shall, on demand of the charterers, employ two gangs for loading petroleum, it being agreed that for each day during which two gangs are employed on loading cargo, one day's wharfage shall be allowed vessel by the party requiring such extra labor. When loading petroleum under lay-day scale, Special Schedule B, October 15th, 1886, the ship to furnish two gangs of stevedores without any wharfage allowance.

Rule 13. It is understood that wherever the word "charterers" is used in the foregoing rules it means charterers or their duly accredited representatives.

Rule 14. In case a strike, at the petroleum yard at which or from which vessel is loading, shall make it impossible for charterers to furnish cargo, lay-days are not to count during such strike, and in case of a strike of stevedores or other laborers employed by the vessel, preventing the latter from receiving cargo, the ship shall be free from responsibility on account of the delay. In either case, such vessels as are detained by strike, as above, shall not be charged any wharfage as long as they are prevented from receiving cargo on account of said strike.

LAY-DAY SCALE—SAIL—PETROLEUM.

On Vessels Loading Petroleum in BARRELS.

A, Old Schedule—Adopted in 1876.					B, Special Schedule—October 15, 1886.				
Vessels	2,000 to	2,500 bbls.,	10 lay-days.		Vessels	2,000 to	2,500 bbls.,	8 lay-days.	
"	2,501 to	3,500	"	12	"	2,501 to	3,500	"	9
"	3,501 to	4,500	"	14	"	3,501 to	4,500	"	10
"	4,501 to	5,500	"	15	"	4,501 to	5,500	"	11
"	5,501 to	6,500	"	17	"	5,501 to	6,500	"	12
"	6,501 to	7,500	"	20	"	6,501 to	7,500	"	13
"	7,501 to	8,500	"	22	"	7,501 to	8,500	"	14
"	8,501 to	9,500	"	25	"	8,501 to	9,500	"	15
"	9,501 to	10,500	"	26	"	9,501 to	10,500	"	16
"	10,501 to	11,500	"	27	"	10,501 to	11,500	"	17
"	11,501 to	12,500	"	28	"	11,501 to	12,500	"	18
"	12,501 to	13,500	"	30	"	12,501 to	13,500	"	19
"	13,501 to	14,500	"	32	"	13,501 to	14,500	"	20
"	14,501 to	15,500	"	33	"	14,501 to	15,500	"	21
"	15,501 to	16,500	"	35	"	15,501 to	16,500	"	22

Above special schedule applicable only to vessels ready for cargo, within contract date for cargo ; otherwise old schedule to prevail.

LAY-DAY SCALE—SAIL—PETROLEUM.

On Vessels Loading Petroleum in CASES.

Vessels of	10,000	cases,	10	per cent.,	. . . . .	10 days.
" "	15,000	"	10	" "	. . . . .	10 "
" "	20,000	"	10	" "	. . . . .	12 "
" "	25,000	"	10	" "	. . . . .	14 "
" "	30,000	"	10	" "	. . . . .	16 "
" "	35,000	"	10	" "	. . . . .	18 "
" "	40,000	"	10	" "	. . . . .	20 "
" "	45,000	"	10	" "	. . . . .	22 "
" "	50,000	"	10	" "	. . . . .	23 "
" "	55,000	"	10	" "	. . . . .	24 "
" "	60,000	"	10	" "	. . . . .	25 "
" "	65,000	"	10	" "	. . . . .	26 "
" "	70,000	"	10	" "	. . . . .	27 "
" "	75,000	"	10	" "	. . . . .	28 "
" "	80,000	"	10	" "	. . . . .	29 "
" "	85,000	"	10	" "	. . . . .	30 "
" "	90,000	"	10	" "	. . . . .	31 "
" "	95,000	"	10	" "	. . . . .	32 "
" "	100,000	"	10	" "	. . . . .	33 "

DEMURRAGE SCALE—SAIL—PETROLEUM.

The Demurrage on sea-going sailing vessels shall be as follows, viz :
For vessels of 200 tons or under, 12 cents per ton.
For vessels over 200 tons, and not exceeding 500 tons, \$24 for the first 200 tons, and 8 cents per ton for each ton additional.
For vessels over 500 tons, and not exceeding 900 tons, \$48 for the first 500 tons, and 6 cents per ton for each ton additional.
For vessels over 900 tons, \$72 for the first 900 tons, and 5 cents per ton for each ton additional.

300 tons register....\$32 00 per day.	1,425 tons register....\$98 25 per day.
325 " 34 00 "	1,450 " 99 50 "
350 " 36 00 "	1,475 " 100 75 "
375 " 38 00 "	1,500 " 102 00 "
400 " 40 00 "	1,525 " 103 25 "
425 " 42 00 "	1,550 " 104 50 "
450 " 44 00 "	1,575 " 105 75 "
475 " 46 00 "	1,600 " 107 00 "
500 " 48 00 "	1,625 " 108 25 "
525 " 49 50 "	1,650 " 109 50 "
550 " 51 00 "	1,675 " 110 75 "
575 " 52 50 "	1,700 " 112 00 "
600 " 54 00 "	1,725 " 113 25 "
625 " 55 50 "	1,750 " 114 50 "
650 " 57 00 "	1,775 " 115 75 "
675 " 58 50 "	1,800 " 117 00 "
700 " 60 00 "	1,825 " 118 25 "
725 " 61 50 "	1,850 " 119 50 "
750 " 63 00 "	1,875 " 120 75 "
775 " 64 50 "	1,900 " 122 00 "
800 " 66 00 "	1,925 " 123 25 "
825 " 67 50 "	1,950 " 124 50 "
850 " 69 00 "	1,975 " 125 75 "
875 " 70 50 "	2,000 " 127 00 "
900 " 72 00 "	2,025 " 128 25 "
925 " 73 25 "	2,050 " 129 50 "
950 " 74 50 "	2,075 " 130 75 "
975 " 75 75 "	2,100 " 132 00 "
1,000 " 77 00 "	2,125 " 133 25 "
1,025 " 78 25 "	2,150 " 134 50 "
1,050 " 79 50 "	2,175 " 135 75 "
1,075 " 80 75 "	2,200 " 137 00 "
1,100 " 82 00 "	2,225 " 138 25 "
1,125 " 83 25 "	2,250 " 139 50 "
1,150 " 84 50 "	2,275 " 140 75 "
1,175 " 85 75 "	2,300 " 142 00 "
1,200 " 87 00 "	2,325 " 143 25 "
1,225 " 88 25 "	2,350 " 144 50 "
1,250 " 89 50 "	2,375 " 145 75 "
1,275 " 90 75 "	2,400 " 147 00 "
1,300 " 92 00 "	2,425 " 148 25 "
1,325 " 93 25 "	2,450 " 149 50 "
1,350 " 94 50 "	2,475 " 150 75 "
1,375 " 95 75 "	2,500 " 152 00 "
1,400 " 97 00 "	

WHARFAGE—PETROLEUM.

Rates of Wharfage at PETROLEUM Wharves, Point Breeze, Philadelphia, and at Chester and Marcus Hook, Pa.

VESSELS, REGISTERED TONNAGE.	For Vessels lying at inside Berths, either idle or work- ing, and while working at outside Berths.	FOR VESSELS WHILE IDLE AT OUTSIDE BERTHS.	
		Second Tier.	Outside of Second Tier.
Tons.	Per Day.	Per Day.	Per Day.
200 or under.	\$2.75	\$1.40	\$1.05
300	3.25	1.65	1.20
400	3.75	1.90	1.40
500	4.50	2.25	1.70
600	5.00	2.50	1.90
700	5.25	2.65	1.95
800	5.50	2.75	2.05
900	6.00	3.00	2.25
1,000	6.50	3.25	2.45
1,100	6.75	3.40	2.55
1,200	7.00	3.50	2.65
1,300	7.50	3.75	2.80
1,400	8.00	4.00	3.00
1,500	8.50	4.25	3.20
1,600	9.00	4.50	3.40
1,700	9.25	4.65	3.45
1,800	9.50	4.75	3.55
1,900	9.75	4.90	3.65
2,000	10.00	5.00	3.75
2,100	10.50	5.25	3.95
2,200	11.00	5.50	4.15
2,300	11.50	5.75	4.30
2,400	12.00	6.00	4.50
2,500	12.50	6.25	4.70
2,600	13.00	6.50	4.90
2,700	13.50	6.75	5.05
2,800	14.00	7.00	5.25
2,900	14.50	7.25	5.45
3,000	15.00	7.50	5.65
3,100	15.50	7.75	5.70
3,200	16.00	8.00	6.00
3,300	16.50	8.25	6.20
3,400	17.00	8.50	6.40
3,500	17.50	8.75	6.55

The reduced rates, as above, for vessels idle at outside berths, are to be allowed only when such berths are occupied by direction of the Wharf Superintendent or Harbor Master; otherwise, full rates will be charged, the same as for inside berths.

PORT OF PHILADELPHIA.

MARITIME RULES.

*(As Approved by the Board of Directors of The Philadelphia Maritime Exchange,
June 26th, 1893.)*

SUGAR—STEAM AND SAIL.

Discharge.

Steam. Lay-days for discharge of Steamers to begin at 7 A.M., after one full day, succeeding the day of vessel's entry at Custom House, Philadelphia. The office hours of the United States Custom House for entrance or clearance of vessels are from 9 A. M. until 4 P. M., so that a steamer entered at Customs between the hours named on, say, Monday, would be entitled to her general order for discharging, and for the discharge of the vessel to begin, or lay-days to count, say, from 7 A. M. on Wednesday. If Importer or Refiner would join with Master of Vessel in an application to Collector of the Port, permission can be obtained from Custom authorities to commence discharge of cargo immediately after entry of vessel at Custom House.

Sail. Lay-days for discharge of sailing vessels to begin 48 hours after entry of vessel at Custom House, Philadelphia.

Stevedoring—Steam and Sail.

Rates for stevedoring bags, baskets, mats, hogsheads, etc., by Refiners; also by numerous first-class independent stevedores:

Pernambuco and other Brazilian Sugars, $2\frac{1}{4}$ cents per bag, average net weight of bags 145 pounds, say $15\frac{1}{2}$ bags per ton.

Hamburg, $2\frac{3}{4}$ cents per bag, average net weight of bags 220 pounds, say $10\frac{1}{4}$ bags per ton.

Demerara, 3 cents per bag, average net weight of bags 250 pounds, say 9 bags per ton.

Cuba, $3\frac{1}{4}$ cents per bag, average net weight of bags 320 pounds, say 7 bags per ton.

Manilla, Iloilo and Cebu, 30 cents per 2,240 pounds, net delivered weight.

Java, 28 cents per 2240 pounds, net delivered weight.

Cuba and Porto Rico, hogsheads, single or double-deck vessel, 17 cents per hogshead; approximate weight of hogshead, 1,700 pounds.

Cuba and Porto Rico, hogsheads, beam vessels, 20 cents per hogshead; approximate weight of hogshead, 1,700 pounds.

Barbadoes, hogsheads, single or double-deck vessel, 23 cents per hogshead; approximate weight of hogshead, 2,100 pounds.

Barbadoes, hogsheads, beam vessels, 28 cents per hogshead; approximate weight of hogshead, 2,100 pounds.

Other English Islands, hogsheads, single or double-deck vessel, 25 cents per hogshead, approximate weight of hogshead 2300 pounds.

Other English Islands, hogsheads, beam vessels, 30 cents per hogshead; approximate weight of hogshead, 2,300 pounds.

Despatch—Steam and Sail.

Amount of sugar which steamers and sailing vessels are entitled to demand, shall be discharged per day, according to the customs of the Port of Philadelphia.

Steam. In absence of any explicit written agreement to contrary between the contracting parties, steamers carrying not less than 1,500 tons of sugar are entitled by the custom of the Port of Philadelphia to discharge the following quantities of sugar per weather working day, Sundays and legal holidays excepted. A weather working day is understood to be a day suitable to discharge cargoes of sugar:

Sugar in bags, baskets, mats, etc., 500 tons of 2,240 lbs. per day.

Sugar in hogheads, 400 hogheads per day.

Sail. In the absence of any explicit written agreement to contrary between the contracting parties, sailing vessels are entitled by the custom of the Port of Philadelphia to discharge the following quantities of sugar, per weather working day, Sundays and legal holidays excepted. A weather working day is understood to be a day suitable to discharge cargoes of sugar:

Cuba or other West India sugar in bags, not less than 325 tons (2,240 lbs.), per day.

Cuba, or other West India sugar in hogheads, not less than 300 hogheads per day.

Jaggery, China, Egyptian, Brazil, East India and Java sugar, not less than 200 tons (2240 lbs.), per day.

Weighing—Steam and Sail.

Unless vessel stipulates at time of charter or upon signing bills of lading for the payment of freight upon the in-take or invoice weight, or unless an agreed percentage for estimated loss in weight on cargo during

voyage is fixed, Refiner or Importer is justified in requiring vessel to participate in cost of ascertaining weight of cargo delivered at port of discharge. The charge for weighing sugar cargoes is one cent per 100 pounds, one-half of which cost, say, one-half cent. per 100 pounds, is a proper charge to be made by Refiner or Importer to vessel, when freight is payable upon delivered weight, and no special clause inserted in charter or bills of lading, exempting vessel from this charge.

Exchange—Steam and Sail.

The Sterling rate of Exchange for marine freight, payable at Philadelphia on cargoes of sugar discharged here, to be as per Messrs. Brown Bros. & Co.'s certificate as to selling rate of Exchange current at noon on day of vessel entering at Custom House, Philadelphia, for demand or 60 days sight bills on London.

Owners and masters are urged to have the conditions upon which their freight is payable at port of discharge clearly defined in charter parties or bills of lading, which can be done by adopting either of the following clauses, A or B. If it is intended that freight should be payable in cash at the sight or demand rate of Exchange on London, let it be so specified, as in clause A. In like manner, if it is the intention for freight to be payable at the 60 days' sight rate of Exchange on London, let it be so specified as in clause B.

(A). Freight to be payable in cash at the current rate of exchange for bankers' demand bills on London, at noon on day of vessel's entry at Custom House, Philadelphia.

(B). Freight to be payable in cash, at the current rate of exchange for bankers' sixty days sight bills on London, at noon of day of vessel's entry at Custom House, Philadelphia.

These suggestions are put forward in detail, owing to the differences of opinion that have arisen under clauses similar to following:

- (1). Freight payable in cash, according to the custom of the port.
- (2). Freight payable in cash, according to the custom of the port, without discount, etc.

Wharfage—Steam and Sail.

When vessels discharge at wharves of Refiners the great bulk of sugar is so discharged—the following rates of wharfage apply :

NOTE. The custom of the Port requires vessels to discharge their cargoes of sugar at any safe, suitable wharf, designated by Refiner or other Consignee of cargo.

Steamer.—To pay \$4 per day for the first 200 tons net register of vessel, and three-quarters of one cent for each additional net register ton.

NOTE. This makes the wharfage of a 1500 tons net register Steamer \$13.75 per day.

Sail.—To pay \$4 for the first 200 tons net register and one-half of one cent each additional net register ton.

NOTE. A 600 tons net register sailing vessel would pay for wharfage \$6 per day.

According to the custom of the Port of Philadelphia, in computing wharfage, the day the vessel comes and the day the vessel goes are considered as one full day.

Demurrage—Steam and Sail.

When a rate is not specifically stipulated for in charter party or bills of lading, demurrage on Steamers to be computed at the rate of 12½c per net register ton per day, and on sailing vessels, at the rate of eight (8) cents per net register ton per day.

Despatch Money—Steamers.—Despatch Money, if any be due to consignees of the cargo, to be computed at the rate of five (5) cents per net register ton of steamer per working day, payable upon settlement of freight.

NOTE. In computing discharging days for demurrage and/or despatch money, days and parts of days to be counted.

All cargo must be tallied alongside of vessel as delivered over the rail.

COMMERCE OF THE PORT OF PHILADELPHIA

For the past ten years.

American Vessels Entered from Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1886	417	127,518	4	1,070
1887	323	169,747	7	9,356
1888	348	187,734	4	1,789
1889	385	223,873	10	13,686
1890	354	210,474	4	3,134
1891	353	221,401	5	4,329
1892	389	263,490	12	12,218
1893	285	211,654	9	7,713
1894	296	245,999	1	85
1895	280	223,719	2	2,155

Foreign Vessels Entered from Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1886	862	943,350	59	62,150
1887	1,021	1,091,562	26	31,341
1888	810	829,175	37	42,359
1889	814	884,787	91	117,065
1890	935	1,052,562	136	189,531
1891	844	959,917	172	266,736
1892	914	1,044,240	303	465,305
1893	757	931,558	235	391,624
1894	654	826,798	209	356,669
1895	688	907,082	185	313,902

American Vessels Cleared for Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1886	243	143,810	13	4,340
1887	218	148,894	10	3,710
1888	232	137,768	15	4,842
1889	251	178,681	6	2,005
1890	210	144,942	19	7,745
1891	313	224,179	17	7,830
1892	322	243,449	11	6,988
1893	245	210,631	12	4,966
1894	243	235,238	24	19,132
1895	230	210,500	24	13,857

Foreign Vessels Cleared for Foreign Ports.

Years.	CARGO.		BALLAST.	
	Vessels.	Tons.	Vessels.	Tons.
1886	695	725,587	32	17,418
1887	762	782,682	65	39,811
1888	611	642,874	104	63,523
1889	615	673,252	82	55,794
1890	772	910,736	104	97,644
1891	677	820,683	95	62,876
1892	946	1,255,259	151	90,069
1893	727	1,018,734	148	95,724
1894	556	892,337	219	134,393
1895	597	917,308	163	127,405

Vessels Arriving Coastwise.

Years.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Barges.	Total.
1886	1,610	19	53	25	2,518	. . . .	4,531
1887	1,539	19	77	52	2,727	. . . .	4,414
1888	1,517	18	34	22	2,396	. . . .	3,987
1889	1,443	11	21	8	2,599	. . . .	3,746
1890	1,376	8	80	19	2,361	. . . .	3,844
1891	1,474	16	44	8	2,706	. . . .	4,248
1892	1,472	12	49	5	2,153	. . . .	4,051
1893	1,471	11	71	7	2,555	. . . .	4,115
1894	1,444	17	79	10	2,832	. . . .	4,382
1895	1,581	23	56	13	2,535	580	4,788

Vessels Sailing Coastwise.

Years.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Barges.	Total.
1886	1,841	2	71	50	2,705	. . . .	4,669
1887	1,819	8	89	69	2,820	. . . .	4,805
1888	1,597	7	73	49	2,564	. . . .	4,290
1889	1,647	9	69	29	2,389	. . . .	4,143
1890	1,563	10	102	37	2,453	. . . .	4,165
1891	1,684	11	88	27	2,742	. . . .	4,552
1892	1,551	14	70	30	2,548	. . . .	4,213
1893	1,554	6	77	15	2,669	. . . .	4,321
1894	1,564	1	51	24	2,804	. . . .	4,444
1895	1,708	16	57	18	2,587	616	5,002

Arrivals at the Delaware Breakwater during 1895.

	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Barges.	Total.
For orders	59	16	77	26	106	—	284
For harbor	92	9	52	8	1333	67	1561
In distress	1	—	—	—	—	—	1
	152	25	129	34	1439	67	1846

PETROLEUM.
Exports during past ten calendar years—Philadelphia, New York, Baltimore.—Percentages Shipped each Year from each of the three Ports.

PORT	1886.		1887.		1888.		1889.		1890.		1891.		1892.		1893.		1894.		1895.	
	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.	BARRELS.	PERCENTAGE OF TOTAL.
<i>Philadelphia</i>	2,933,245	28.8	3,227,442	30.3	2,657,743	26.5	3,168,745	26.5	3,185,924	25.82	3,940,258	34.59	4,910,739	38.04	6,252,518	38.96	6,365,256	39.91	6,381,765	42.53
<i>Baltimore</i>	244,783	2.02	208,031	1.9	144,039	1.4	173,210	1.47	278,643	2.26	178,022	1.56	301,651	2.34	542,050	3.37	842,052	5.28	948,561	6.32
<i>New York</i>	7,012,621	69.00	7,235,031	67.8	7,206,724	72.1	8,607,281	72.03	8,871,059	71.92	7,272,467	64.18	7,696,388	59.62	9,256,441	57.67	8,743,560	54.81	7,673,083	51.15
Total	10,170,649	100.	10,670,504	100.	10,008,506	100.	11,949,236	100.	12,335,626	100.	11,390,747	100.	12,908,778	100.	16,051,009	100.	15,950,868	100.	15,003,409	100.

NOTE.—Cases are included in above statistics, and are estimated at five to the barrel.

EXPORTS OF WHEAT AND

From Ports on the Atlantic

PORTS.	MONTREAL.		PORTLAND.		BOSTON.		NEW YORK.	
1886. Total Exports,.....	5,885,662 W. 3,910,209 C.	9.7 7.4	960,882 W. 411,555 C.	1.6 0.8	2,376,298 W. 3,025,673 C.	3.9 5.7	32,090,610 W. 20,996,705 C.	53.0 39.5
	9,795,871	8.6	1,372,437	1.2	5,401,971	4.7	53,087,315	46.7
1887. Total Exports,.....	7,434,716 W. 1,263,108 C.	9.3 3.8	1,333,456 W. C.	1.6 .	3,983,925 W. 2,313,958 C.	5.0 7.1	41,886,049 W. 12,306,272 C.	52.2 37.5
	8,697,824	7.7	1,333,456	1.2	6,297,883	5.6	54,192,321	47.9
1888. Total Exports,.....	2,157,548 W. 2,660,003 C.	9.6 8.8	176,160 W.	0.8 .	1,210,666 W. 3,245,820 C.	5.4 10.7	12,609,242 W. 14,236,181 C.	55.9 47.1
	4,817,551	9.1	176,160	0.3	4,456,486	8.5	26,845,423	50.9
1889. Total Exports,.....	1,962,956 W. 6,601,989 C.	9.9 8.5	. . . W. 641,683 C.	0.0 0.8	459,111 W. 7,135,933 C.	2.3 9.2	10,784,303 W. 28,786,977 C.	54.7 37.0
	8,564,945	8.8	641,683	0.7	7,595,044	7.8	39,571,280	42.5
1890. Total Exports,.....	2,156,807 W. 4,849,024 C.	9.7 5.8	65,213 W. 323,376 C.	0.3 0.4	525,287 W. 4,500,703 C.	2.3 5.4	12,569,286 W. 24,600,147 C.	56.3 29.4
	7,005,831	6.6	388,589	0.3	5,025,990	4.7	37,169,433	35.0
1891. Total Exports,.....	6,090,114 W. 2,173,070 C.	6.7 7.7	700,157 W. 50 C.	.8 .0	2,787,115 W. 3,897,565 C.	3.1 13.8	46,957,113 W. 13,180,393 C.	51.4 46.8
	8,263,184	7.0	700,207	.6	6,684,680	5.6	60,137,506	50.3
1892. Total Exports,.....	6,593,058 W. 1,387,941 C.	6.2 2.4	923,266 W. . . . C.	0.9 .0	7,445,595 W. 2,766,975 C.	7.0 3.6	49,414,847 W. 17,922,230 C.	46.4 26.4
	7,980,999	4.6	923,266	.6	10,212,570	5.9	67,877,077	38.6
1893. Total Exports,.....	6,186,412 W. 8,116,445 C.	7.3 17.7	1,050,049 W. 24,705 C.	1.3 .0	5,275,276 W. 5,241,170 C.	6.2 11.4	38,047,932 W. 12,802,039 C.	44.9 27.9
	14,302,857	10.9	1,074,754	.8	10,516,446	8.0	50,849,971	38.8
1894. Total Exports,.....	5,337,455 W. 1,969,417 C.	9.7 5.0	395,961 W. 623,578 C.	.7 1.6	5,812,828 W. 3,823,635 C.	10.5 9.8	25,141,494 W. 11,406,711 C.	45.7 29.1
	7,306,872	7.7	1,019,539	1.1	9,636,463	10.2	36,548,205	38.8
1895. Total Exports,.....	3,795,000 W. 2,458,000 C.	8.6 4.4	111,776 W. 473,630 C.	.3 .9	7,380,391 W. 5,281,069 C.	16.7 9.6	24,554,758 W. 19,693,471 C.	55.7 35.7
	6,253,000	6.3	585,406	.6	12,661,860	12.7	44,248,229	44.6

NOTE.—The figures in above table represent bushels.

CORN FOR THE PAST TEN YEARS.

Coast, with Percentages from each Port.

PHILADELPHIA.		BALTIMORE.		NEWPORT NEWS.		NORFOLK.		NEW ORLEANS.		TOTALS.
6,079,146 W. 1,857,353 C.	10.0 3.5	10,475,395 W. 13,138,229 C.	17.3 24.7	1,638,250 W. 1,884,348 C.	2.7 3.6	.....	.....	1,041,141 W. 7,896,339 C.	1.8 14.8	60,547,384 W. 53,120,411 C.
7,936,499	7.0	23,613,624	20.8	3,522,598	3.1	.....	.....	8,937,480	7.9	113,667,795
8,774,174 W. 1,996,583 C.	10.9 6.1	11,059,290 W. 7,115,814 C.	13.8 21.7	1,450,233 W. 516,273 C.	1.8 1.6	.....	.....	4,299,242 W. 7,301,011 C.	5.4 22.2	80,221,085 W. 32,813,019 C.
10,770,757	9.5	18,175,104	16.1	1,966,506	1.7	.....	.....	11,600,253	10.3	113,034,104
949,844 W. 859,371 C.	4.2 2.9	4,082,508 W. 3,741,914 C.	18.1 12.4	322,309 W. 412,460 C.	1.4 1.4	.....	.....	1,027,322 W. 5,055,512 C.	4.6 16.7	22,535,599 W. 30,211,261 C.
1,809,215	3.4	7,824,422	14.8	734,769	1.4	.....	.....	6,082,834	11.6	52,746,860
1,110,606 W. 3,640,316 C.	5.5 4.7	4,389,790 W. 16,822,808 C.	22.2 21.6	15,077 W. 733,918 C.	0.1 0.9	.....	.....	991,184 W. 13,469,754 C.	5.3 17.3	19,713,027 W. 77,833,378 C.
4,750,922	5.0	21,212,598	21.7	748,995	0.7	.....	.....	14,460,938	14.8	97,546,405
617,876 W. 16,735,521 C.	2.8 20.0	4,803,453 W. 19,447,149 C.	21.5 23.2	270,952 W. 519,232 C.	1.2 0.6	.....	.....	1,308,710 W. 12,768,422 C.	5.9 15.2	22,317,584 W. 83,743,569 C.
17,353,397	16.4	24,250,597	23.0	790,184	0.8	.....	.....	14,077,132	13.2	106,061,153
6,840,503 W. 2,608,677 C.	7.5 9.3	15,673,334 W. 3,852,911 C.	17.2 13.7	1,762,625 W. 617,837 C.	1.9 2.2	.....	.....	10,497,110 W. 1,843,869 C.	11.4 6.5	91,308,071 W. 28,174,372 C.
9,449,180	7.9	19,526,245	16.3	2,380,462	2.0	.....	.....	12,340,979	10.3	119,482,443
9,762,594 W. 19,236,314 C.	9.2 28.3	16,483,652 W. 18,976,418 C.	15.5 28.0	1,359,063 W. 623,726 C.	1.3 0.9	.....	.....	14,440,811 W. 6,954,688 C.	13.5 10.4	106,422,886 W. 67,868,292 C.
28,998,908	16.6	35,460,070	20.3	1,982,789	1.1	.....	.....	21,395,499	12.3	174,291,178
5,723,510 W. 3,865,633 C.	6.7 8.4	13,141,293 W. 7,122,350 C.	15.5 15.5	1,875,282 W. 2,447,186 C.	2.2 5.3	.....	.....	13,539,944 W. 6,344,375 C.	15.9 13.8	84,830,698 W. 45,963,903 C.
9,589,143	7.4	20,263,643	15.5	4,322,468	3.3	.....	.....	19,875,319	15.3	130,794,601
4,487,496 W. 2,577,540 C.	8.1 6.6	8,543,685 W. 7,676,862 C.	15.5 19.6	2,405,500 W. 4,731,616 C.	4.4 12.1	52,049 W. 1,004,048 C.	.1 2.6	2,901,531 W. 5,341,517 C.	5.3 13.6	53,077,999 W. 39,154,924 C.
7,065,036	7.5	16,220,547	17.2	7,137,116	7.6	1,056,097	1.1	8,243,048	8.8	94,232,923
1,885,598 W. 3,140,920 C.	4.3 5.7	3,976,838 W. 8,632,086 C.	9.0 15.6	1,436,153 W. 5,330,798 C.	3.3 9.6	165,765 W. 3,135,277 C.	.4 5.7	762,878 W. 7,071,118 C.	1.7 12.8	44,069,157 W. 55,216,369 C.
5,026,518	5.1	12,608,924	12.7	6,766,951	6.8	3,301,042	3.3	7,833,996	7.9	99,285,526

NOTE.—The figures in above table represent bushels.

Importation of Sugar and Molasses at the Port of Philadelphia during the past twenty calendar years.

SUGAR.

	HOGSHEADS.	BOXES.	BAGS.	BASKETS.	TONS.
1876	43,292	3,976	344		26,758
1877	35,392	2,042	5,464		22,021
1878	78,242	1,673	14,488		47,505
1879	93,918	1,010	3,762		58,980
1880	76,885	653	1,944		48,145
1881	61,433	554	49,825		43,057
1882	95,715	249	64,859		64,960
1883	89,319	150	126,841		69,028
1884	124,589	.....	269,632		100,891
1885	99,630	1,210	478,705		105,190
1886	83,383	.....	742,057		112,927
1887	76,434	.....	895,404		133,397
1888	78,228	.....	1,740,230	2,488	210,117
1889	70,154	.....	2,030,832	13,144	243,700
1890	45,150	.....	3,013,463	121,283	344,439
1891	50,799	.....	3,971,642	142,922	487,128
1892	48,423	.....	4,237,734	110,867	488,058
1893	38,308	.....	4,033,025	152,902	452,144
1894	25,438	.....	3,607,848	133,752	474,592
1895	20,873	.....	2,968,902	137,910	367,994

MOLASSES.

	HOGSHEADS.	GALLONS.		HOGSHEADS.	GALLONS.
1876	90,789	11,802,570	1886	138,259	17,974,670
1877	53,825	6,997,250	1887	108,035	14,386,005
1878	72,698	9,450,740	1888	110,608	14,728,524
1879	101,585	13,206,050	1889	87,801	11,414,130
1880	95,959	12,474,670	1890	109,660	12,693,145
1881	69,991	9,098,830	1891	53,136	6,907,680
1882	117,700	15,301,000	1892	73,420	9,544,600
1883	66,699	8,804,042	1893	41,660	5,415,800
1884	90,590	11,776,700	1894	66,841	8,733,630
1885	114,065	14,828,450	1895	79,217	10,299,210

@ 130 gallons to hogshead.

Coal exported from the Port of Philadelphia during ten calendar years.

	TONS.	VALUE.
Year 1886, Anthracite, tons,	13,130	\$42,850
Bituminous "	52,011	155,975
Total,	65,141	\$198,825
Year 1887, Anthracite, tons,	10,086	\$37,767
Bituminous "	81,894	233,676
Total,	91,980	\$271,443
Year 1888, Anthracite, tons,	14,952	\$66,774
Bituminous "	156,405	426,456
Total,	171,357	\$493,230
Year 1889, Anthracite, tons,	15,031	\$55,245
Bituminous "	237,242	645,467
Total,	252,273	\$700,712
Year 1890, Anthracite, tons,	20,171	\$70,608
Bituminous "	279,242	751,889
Total,	299,413	\$822,497
Year 1891, Anthracite, tons,	19,939	\$70,129
Bituminous "	337,055	919,929
Total,	356,994	\$990,058
Year 1892, Anthracite, tons,	23,031	\$85,137
Bituminous "	372,028	1,024,812
Total,	395,059	\$1,109,949
Year 1893, Anthracite, tons,	26,029	\$97,424
Bituminous, "	296,625	805,635
Total,	322,654	\$903,059
Year 1894, Anthracite, tons,	20,635	\$71,191
Bituminous "	362,428	935,931
Total,	383,063	\$1,007,122
Year 1895, Anthracite, tons,	23,068	\$66,956
Bituminous "	411,009	1,009,434
Total,	434,077	\$1,076,390

**Value of Exports and Imports at Philadelphia for the
past fifty calendar years.**

YEARS.	EXPORTS.	IMPORTS.	YEARS.	EXPORTS.	IMPORTS.
1846.....	\$4,751,005	\$7,989,396	1871.....	\$28,688,551	\$20,820,374
1847.....	8,544,391	9,587,516	1872.....	20,484,803	26,824,333
1848.....	5,732,333	11,147,584	1873.....	29,683,186	29,186,925
1849.....	5,343,421	10,645,500	1874.....	29,878,911	25,004,785
1850.....	4,501,606	12,066,154	1875.....	31,836,727	24,011,014
1851.....	5,356,039	14,168,751	1876.....	59,539,450	21,000,000
1852.....	5,828,571	14,785,917	1877.....	37,823,356	20,126,032
1853.....	6,527,996	18,834,410	1878.....	48,362,116	21,048,197
1854.....	10,104,416	21,359,306	1879.....	50,685,838	27,224,549
1855.....	5,274,338	15,309,935	1880.....	46,589,584	38,933,832
1856.....	7,144,488	16,585,685	1881.....	41,162,957	29,764,278
1857.....	7,135,256	17,890,369	1882.....	34,529,459	37,666,489
1858.....	5,947,241	12,890,369	1883.....	38,662,434	32,811,045
1859.....	5,298,095	15,603,769	1884.....	36,891,605	31,990,309
1860.....	7,839,286	14,531,352	1885.....	37,281,739	33,365,242
1861.....	10,277,938	8,004,161	1886.....	33,607,386	37,997,005
1862.....	11,518,970	8,327,976	1887.....	33,813,024	39,570,687
1863.....	10,628,968	6,269,530	1888.....	28,012,879	45,020,132
1864.....	13,664,862	9,135,685	1889.....	29,183,468	50,996,802
1865.....	12,582,162	5,645,755	1890.....	36,478,554	56,057,013
1866.....	17,867,716	7,331,261	1891.....	42,845,724	62,438,219
1867.....	14,442,398	14,071,765	1892.....	60,274,024	63,277,781
1868.....	15,706,445	14,218,365	1893.....	43,416,955	58,870,186
1869.....	15,872,249	16,414,535	1894.....	37,441,000	51,553,704
1870.....	16,694,478	14,952,371	1895.....	36,745,119	47,271,434

IMPORT DUTIES.

Showing the Receipts at the Philadelphia Custom House during the past ten calendar years.

MONTHS.	1886.	1887.	1888.	1889.	1890.	1891.	1892.	1893.	1894.	1895.
January.....	\$1,002,923 52	\$1,288,821 25	\$1,397,497 20	\$2,184,225 00	\$2,203,993 25	\$2,175,750 15	\$838,091 31	\$1,175,540 73	\$655,394 89	\$1,219,088 15
February.....	1,092,940 42	1,501,237 51	1,895,394 89	1,794,178 72	2,220,111 22	1,403,625 46	759,864 75	863,170 53	578,691 38	1,015,308 12
March.....	1,279,435 96	1,659,455 38	1,640,574 68	1,951,801 20	2,316,201 79	966,413 09	961,398 65	993,273 81	673,847 78	1,372,323 87
April.....	1,506,688 91	1,602,487 60	1,742,871 84	2,095,809 00	2,393,705 41	630,516 06	872,558 34	947,826 60	578,870 03	843,962 03
May.....	1,391,298 23	1,634,534 89	1,598,952 99	1,927,914 69	2,182,797 53	714,492 63	766,324 66	866,040 21	605,912 63	1,424,016 22
June.....	1,377,163 55	1,665,441 34	1,928,528 98	1,944,026 12	2,413,854 36	931,591 92	839,482 52	933,069 78	548,936 10	1,058,145 28
July.....	1,480,134 24	1,577,351 60	1,983,676 96	2,281,249 45	2,930,292 41	751,182 99	1,045,437 66	859,534 52	566,225 83	1,190,716 38
August.....	1,573,827 86	1,751,699 08	1,931,687 42	1,977,004 77	2,342,275 11	653,901 93	952,632 97	687,921 15	692,059 95	1,236,081 05
September.....	1,665,951 81	1,412,401 69	1,922,767 85	1,623,711 76	2,536,870 24	798,019 02	1,032,398 30	761,713 74	884,905 51	1,312,087 11
October.....	1,234,724 87	1,323,696 66	1,892,521 89	1,656,330 68	2,047,014 64	707,363 49	1,001,803 10	634,720 36	1,021,383 48	1,193,552 82
November.....	1,390,680 96	1,300,667 51	1,037,677 59	1,637,011 98	2,422,113 24	631,769 37	848,511 79	618,436 58	762,686 25	744,346 57
December.....	1,267,331 02	1,230,350 31	1,685,531 88	1,531,877 53	1,917,689 61	646,561 56	846,260 18	511,556 66	846,507 58	908,695 80
Totals.....	\$16,182,101 35	\$17,948,184 82	\$20,567,634 17	\$22,405,140 90	\$27,926,918 81	\$11,011,097 67	\$10,764,764 23	\$9,792,804 61	\$8,409,421 41	\$13,518,323 40

Towage Rates Inward,

INWARD-BOUND SQUARE-

Arriving at South Chester Oil Works, mouth of Schuylkill or any point on the Delaware vessels anchor, transporting rates to be charged in addition. If bound to Girard Point, per cent., to be charged in addition. If vessels anchor at South Chester Oil Works,

REGISTERED TONNAGE.			16½ Miles. Chester.	20 Miles. Marcus Hook.	28½ Miles. Wilmington Creek.	31½ Miles. Wilmington.	32½ Miles. New Castle.	40 Miles. Fort Delaware or Delaware City.
From	150 to	200 tons	11	\$13	\$16	\$26	\$18	\$21
"	200 to	300 "	12	14	17	27	19	22
"	300 to	400 "	13	15	18	28	21	24
"	400 to	500 "	14	16	19	29	22	25
"	500 to	600 "	15	17	20	30	24	27
"	600 to	700 "	16	18	22	32	26	30
"	700 to	800 "	17	19	24	34	28	32
"	800 to	900 "	18	20	26	36	30	34
"	900 to	1,000 "	19	21	28	..	32	37
"	1,000 to	1,100 "	20	22	30	..	34	40
"	1,100 to	1,200 "	21	23	32	..	36	42
"	1,200 to	1,300 "	22	24	34	..	38	45
"	1,300 to	1,400 "	23	25	36	..	40	48
"	1,400 to	1,500 "	24	26	38	..	42	51
"	1,500 to	1,600 "	25	27	40	..	44	54
"	1,600 to	1,700 "	26	28	42	..	46	57
"	1,700 to	1,800 "	27	29	44	..	48	60
"	1,800 to	1,900 "	28	30	46	..	50	64
"	1,900 to	2,000 "	29	31	48	..	52	67
"	2,000 to	2,100 "	30	32	50	..	54	70
"	2,100 to	2,200 "	31	33	52	..	56	73
"	2,200 to	2,300 "	32	35	54	..	58	76
"	2,300 to	2,400 "	33	37	55	..	61	79
"	2,400 to	2,500 "	34	39	57	..	63	82
"	2,500 to	2,600 "	35	41	59	..	66	85
"	2,600 to	2,700 "	36	43	61	..	68	88
"	2,700 to	2,800 "	37	45	63	..	70	91
"	2,800 to	2,900 "	38	47	65	..	72	94
"	2,900 to	3,000 "	39	49	67	..	74	97
"	3,000 to	3,100 "	40	51	69	..	76	100
"	3,100 to	3,200 "	41	53	70	..	80	102
"	3,200 to	3,300 "	42	54	72	..	82	104
"	3,300 to	3,400 "	43	55	74	..	84	106
"	3,400 to	3,500 "	44	56	76	..	86	108
"	3,500 to	3,600 "	45	57	78	..	88	110
"	3,600 to	3,700 "	46	58	80	..	90	112
"	3,700 to	3,800 "	47	59	82	..	92	115
"	3,800 to	3,900 "	48	60	84	..	95	119
"	3,900 to	4,000 "	49	61	86	..	100	125
"	4,000 tons and upwards, . .		50	62	88	..	105	130

All square-rigged vessels towed between Billingsport and
All square-rigged vessels towed from Wilmington, if there
Tugs sent from Philadelphia to tow inward-bound

Taking Effect April 1, 1889.

RIGGED VESSELS

front, Camden or Philadelphia side, between Gloucester and Pier 13, Port Richmond. If Point Breeze, Gibson's Point or West Philadelphia, Schuylkill transporting rates, less 20 transporting rates to be charged in addition, light or loaded, with one tug only.

46 Miles. Reedy Island.	40 Miles. Dan Baker.	52 Miles. Morris Liston.	56½ Miles. Duck Creek.	61 Miles. Bombay Hook.	71 Miles. Buoy of Middle.	77 Miles. Ledge Light.	84 Miles. Fourteen Ft. Bank.	90 Miles. Brandywine.	103 Miles. Breakwater.
\$23	\$24	\$25	\$26	\$27	\$29	\$31	\$33	\$35	40
24	25	26	27	28	30	32	35	38	43
26	27	28	29	30	32	34	37	41	48
28	30	32	34	36	38	41	44	48	55
30	32	34	36	38	41	45	49	54	62
34	35	37	39	41	45	48	54	60	69
37	38	40	42	45	49	52	59	66	76
40	42	44	46	49	53	56	64	72	83
43	45	47	50	53	57	59	69	78	91
46	48	50	53	57	61	63	74	84	96
49	52	54	58	62	66	69	79	90	104
52	55	57	62	66	71	74	84	96	110
55	58	60	65	70	76	79	89	103	117
58	61	64	69	74	80	83	94	109	124
61	64	68	73	78	84	88	99	115	131
64	67	72	79	82	89	93	104	120	138
67	71	76	81	86	92	98	109	125	144
70	74	79	85	91	97	103	114	130	150
73	78	82	89	94	108	110	119	135	155
76	82	86	94	100	110	119	129	140	160
79	85	89	98	104	115	124	134	145	165
82	88	92	102	108	120	129	139	150	170
87	91	95	106	112	125	134	144	155	180
90	95	100	110	117	130	139	149	160	185
93	99	105	114	121	135	144	154	165	190
96	103	110	118	125	140	149	159	170	195
99	107	114	122	129	145	154	164	175	200
102	110	118	126	134	150	159	169	180	205
105	113	121	130	139	155	164	174	185	210
108	116	125	134	144	160	169	179	190	215
113	120	128	138	149	165	174	184	195	220
118	125	133	142	154	170	179	189	200	225
120	130	138	147	159	175	184	194	205	230
122	135	143	152	164	179	189	199	210	235
125	140	147	157	169	184	194	204	215	240
130	145	152	162	174	189	199	209	220	245
135	149	157	167	179	194	204	214	225	250
140	154	162	172	184	199	209	219	230	255
145	159	167	177	189	204	214	224	235	260
150	164	172	182	194	209	219	229	240	265

Chester, Tugs will charge Chester rates.
when towing is to be done, above rate to be charged.
square-rigged vessels, will charge the above rates.

Towage Rates Outward, SQUARE-RIGGED

Towage from Philadelphia, Port Richmond, Gibson's Point, Point Breeze, South
If from West Philadelphia, twenty (20) per cent.
If lying in stream opposite South Chester Oil Works.

REGISTER TONNAGE.		16½ Miles. Chester.	20 Miles. Marcus Hook.	28½ Miles. Wilmington Creek.	31½ Miles. Wilmington.	33½ Miles. New Castle.	40 Miles. Port Delaware or Delaware City.
From 150 to 200 tons.....		\$12	\$14	\$18	\$28	\$21	\$24
" 200 to 300 "		13	15	20	30	23	27
" 300 to 400 "		14	17	23	33	26	31
" 400 to 500 "		15	18	25	35	29	34
" 500 to 600 "		16	19	27	37	32	37
" 600 to 700 "		17	21	29	39	34	41
" 700 to 800 "		18	22	31	41	37	44
" 800 to 900 "		20	24	34	44	40	48

	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.	1 Tug.	2 Tugs.
From 900 to 1,000 tons.....	\$21	\$33	\$26	\$40	\$37	\$57	\$	\$	\$44	\$67	\$52	\$80
" 1,000 to 1,100 "	23	37	28	45	40	64			47	75	56	90
" " drawing over 23½ feet.....	33	47	43	60	60	84			72	100	80	102
" 1,100 to 1,200 "	24	41	30	50	43	71			50	84	60	100
" " drawing over 23½ feet.....	39	56	50	70	69	96			80	114	85	135
" 1,200 to 1,300 "	26	45	32	55	46	78			54	92	64	110
" " drawing over 23½ feet.....	46	65	57	80	76	108			89	127	100	150
" 1,300 to 1,400 "	28	49	34	60	48	86			57	101	68	120
" " drawing over 23½ feet.....	53	74	64	90	83	121			97	141	110	165
" 1,400 to 1,500 "	29	53	36	65	51	93			60	109	72	130
" " drawing over 23½ feet.....	59	83	71	100	91	133			105	154	120	180
" 1,500 to 1,600 "	31	57	38	70	54	100			64	117	76	140
" " drawing over 23½ feet.....	66	92	78	110	99	145			114	167	130	195
" 1,600 to 1,700 "	33	61	40	75	57	107			67	126	80	150
" " drawing over 23½ feet.....	78	101	85	120	107	157			122	181	140	210
" 1,700 to 1,800 "	34	65	42	80	60	114			70	134	84	160
" " drawing over 23½ feet.....	79	110	92	130	115	169			130	194	149	225
" 1,800 to 1,900 "	36	67	44	82	63	117			74	137	88	164
" " drawing over 23½ feet.....	86	117	99	137	123	177			139	202	158	234
" 1,900 to 2,000 "	37	68	46	84	66	120			77	141	92	168
" " drawing over 23½ feet.....	92	123	106	144	131	185			147	211	167	243
" 2,000 to 2,100 "	41	73	50	90	71	128			84	151	100	180
" " drawing over 23½ feet.....	101	133	115	155	141	198			159	226	180	260
" 2,100 to 2,200 "	42	75	52	92	74	131			87	159	104	185
" " drawing over 23½ feet.....	109	141	123	163	149	207			168	235	190	270
" 2,200 to 2,300 "	44	77	54	94	77	134			91	163	109	190
" " drawing over 23½ feet.....	117	148	131	171	157	215			177	244	200	280
" 2,300 to 2,400 "	46	79	56	96	80	137			95	167	114	195
" " drawing over 23½ feet.....	125	156	139	179	165	223			186	253	210	295
" 2,400 to 2,500 "	48	81	58	98	83	140			99	171	119	210
" " drawing over 23½ feet.....	133	164	147	187	173	231			195	262	220	300
" 2,500 to 2,600 "	50	83	60	100	86	143			103	175	124	205
" " drawing over 23½ feet.....	141	172	155	195	181	239			204	271	230	310
" 2,600 to 2,700 "	52	85	62	102	89	146			107	179	129	210
" " drawing over 23½ feet.....	149	180	163	203	189	247			213	280	240	320
" 2,700 to 2,800 "	54	87	64	104	91	149			111	183	134	215
" " drawing over 23½ feet.....	157	188	171	211	197	255			222	289	250	330
" 2,800 to 2,900 "	56	89	66	106	94	152			115	187	139	220
" " drawing over 23½ feet.....	165	196	179	219	205	263			231	298	260	340
" 2,900 to 3,000 "	58	91	68	108	97	155			119	191	144	225
" " drawing over 23½ feet.....	173	204	187	227	213	271			240	307	270	350
" 3,000 to 3,100 "	60	93	70	110	100	158			123	195	149	235
" " drawing over 23½ feet.....	181	212	195	235	221	279			249	316	280	360
" 3,100 to 3,200 "	62	95	72	112	103	161			127	199	154	235
" " drawing over 23½ feet.....	189	220	203	243	229	287			258	325	290	370
" 3,200 to 3,300 "	64	97	74	114	106	164			131	203	159	240
" " drawing over 23½ feet.....	197	228	211	251	237	295			267	334	300	380
" 3,300 to 3,400 "	66	99	76	116	109	167			135	207	164	245
" " drawing over 23½ feet.....	205	236	219	259	245	303			276	343	310	390
" 3,400 to 3,500 "	68	101	78	118	112	170			139	211	169	250
" " drawing over 23½ feet.....	213	244	227	267	253	311			285	352	320	400
" 3,500 to 3,600 "	70	103	80	120	115	173			143	215	174	255
" " drawing over 23½ feet.....	221	252	235	275	261	319			294	361	330	410
" 3,600 to 3,700 "	72	105	82	122	118	176			147	219	179	260
" " drawing over 23½ feet.....	229	260	243	283	269	327			303	370	340	420
" 3,700 to 3,800 "	74	107	84	124	121	179			151	223	184	265
" " drawing over 23½ feet.....	237	268	251	291	277	335			312	379	350	430
" 3,800 to 3,900 "	76	109	86	126	124	182			155	227	189	270
" " drawing over 23½ feet.....	245	276	259	299	285	343			321	388	360	440
" 3,900 to 4,000 "	78	111	88	128	127	185			158	231	194	275
" " drawing over 23½ feet.....	253	284	267	307	293	351			330	397	370	450
" 4,000 and upwards.....	80	113	90	130	130	188			162	235	199	280
" " drawing over 23½ feet.....	261	292	275	315	301	359			339	406	380	460

1. Square-Rigged vessels drawing 25 feet of water or over will be required to employ not less than
 2. Tugs engaged to tow Square-Rigged Vessels, outward bound, lying or sailing down at any point vessel is between Greenwich and Chester, no deduction to be made.
 3. When tugs are sent from Philadelphia to tow Square-Rigged vessels up from Quarantine, the Detention at time of leaving, per hour, \$5, if not detained over three hours.
- When tugs tow vessels to stream transporting rate to be charged in addition to outward towage.
Filling water on outward bound vessels, \$5.

Chester Oil Works, and Girard Point down the Delaware River and Bay.
of Point Breeze transporting rate additional.
a deduction of ten (10) per cent. to be allowed.

below Chester, will charge the above rate after deducting rate from Philadelphia to where vessel lies. If above Chester rate to be charged. If sent to Wilmington, the above Wilmington rate to be charged.

PILOTAGE RATES ON THE DELAWARE BAY AND RIVER.

Under the Laws of the State of Pennsylvania.

(Amended May 11th, 1889)

FEET.	INWARD.	INWARD.	INWARD.	OUTWARD.
	If spoken east of Five Fathom Bank Lightship, or north of Hereford Inlet Lighthouse, or south of Fenwick's Island Light.	If spoken inside of Five Fathom Lightship and outside of line drawn from Cape May Light to Cape Henlopen Light.	If not spoken until inside of line drawn from Cape May Light to Cape Henlopen Light.	
8	32.91	29.92	26.93	29.92
8½	34.97	31.79	28.61	31.79
9	37.03	33.66	30.29	33.66
9½	39.08	35.53	31.98	35.53
10	41.14	37.40	33.66	37.40
10½	43.20	39.27	35.34	39.27
11	45.25	41.14	37.03	41.14
11½	47.31	43.01	38.71	43.01
12	49.37	44.88	40.39	44.88
12½	61.87	56.25	50.63	56.25
13	64.35	58.50	52.65	58.50
13½	66.82	60.75	54.68	60.75
14	69.30	63.00	56.70	63.00
14½	71.77	65.25	58.73	65.25
15	74.25	67.50	60.75	67.50
15½	76.72	69.75	62.78	69.75
16	79.20	72.00	64.80	72.00
16½	81.67	74.25	66.83	74.25
17	84.15	76.50	68.85	76.50
17½	86.62	78.75	70.88	78.75
18	89.10	81.00	72.90	81.00
18½	91.57	83.25	74.93	83.25
19	94.05	85.50	76.95	85.50
19½	96.52	87.75	78.98	87.75
20	99.00	90.00	81.00	90.00
20½	101.47	92.25	83.03	92.25
21	103.95	94.50	85.05	94.50
21½	106.42	96.75	87.08	96.75
22	108.90	99.00	89.10	99.00
22½	111.37	101.25	91.13	101.25
23	113.85	103.50	93.15	103.50
23½	116.32	105.75	95.18	105.75
24	118.80	108.00	97.20	108.00
24½	121.27	110.25	99.23	110.25
25	123.75	112.50	101.25	112.50
25½	126.22	114.75	103.28	114.75
26	128.70	117.00	105.30	117.00
26½	131.17	119.25	107.33	119.25
27	133.65	121.50	109.35	121.50

NOTE.—The Rates of Pilotage under the laws of the State of Delaware are the same as the above.

The only difference in the Pilotage Laws of the two States is, that while the State of Pennsylvania exempts a vessel from pilotage after she has passed a line drawn from Cape Henlopen Light to Cape May Light, the State of Delaware requires a vessel to pass Brandywine Light before she is exempt from pilotage.

CITY ICE BOATS.

The City of Philadelphia owns and operates three Ice Boats (side-wheel steamers) of power and equipment scarcely second to any in the world. Their office is to keep the channels of the Delaware and Schuylkill Rivers navigable in the severest winter weather, and the original intention was that they should be used solely for that purpose; but in time of emergency, when Tow Boats are not at hand and navigation is rendered very difficult, if not impracticable, except in their wake, they accept tows at rates which, though apparently high, pay but a small portion of their operating expenses.

Rates of Towage.

SCALE OF DISTANCES.	Miles.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
	U. S. Survey.	70 to 200 and under 70.	200 to 500.	500 to 800.	800 to 1100.	1100 to 1300.	1300 and upwards.
PHILADELPHIA TO OR FROM		Cents per ton.	Cents per ton.	Cents per ton.	Cents per ton.	Cents per ton.	Cents per ton.
Chester	16¼	18	12	11	10	9	8
Marcus Hook	20	19	13	12	11	10	9
Grubb's Landing	24	20	14	13	12	11	10
Wilmington Creek	28½	22	16	14	13	12	11
New Castle	33½	23	17	16	14	13	12
Delaware City	40	27	19	17	16	15	14
Reedy Island Light House	46	29	20	19	17	16	15
Morris Liston's, (Half Way)	52	31	21	20	18	17	16
Duck Creek Light House	56½	32	22	21	19	18	17
Bombay Hook Point	61	34	24	22	20	19	18
Buoy of Middle	71	39	26	25	23	21	20
Ledge Light Boat	77	41	28	26	24	22	21
Buoy on the Fourteen-Foot Bank	84	44	30	28	26	23	22
Brandywine Light Boat	90	47	32	30	27	25	23
Buoy on the Brown	94	48	33	32	28	26	25
Breakwater	103	52	36	33	30	28	26
Light Boat on the Five Fathom Bank	128						

Rules and Regulations.

1.—Orders for towing vessels outward bound, or for Harbor Service, will only be received at the office of the Ice Boats; and at the time of the application for service *ten per cent. of the towage money* shall be paid in *advance*, as a booking fee, to be forfeited if the Ice Boats are not used.

2.—When vessels are taken in tow or cast off *between* any of the points named in the scale of rates, they will be charged in proportion to the distance towed, except as provided in Rule No. 8.

3.—All vessels are at their own risk while in tow, and the Ice Boats will not be liable for any injury they may sustain. The right to cast off shall be at the option of the Captains of the Ice Boats. Should any vessel be cast off in consequence of bad weather or any other cause, she will be charged the rate for the distance towed.

4.—Any vessel towed from one *intermediate* point to another shall be charged for the distance at the same rates as if towed the same number of miles from the city, excepting for service in the Harbor, and excepting as provided in Rule No. 8.

5.—Service in the Harbor of Philadelphia from Frankford Creek to Gray's Ferry Bridge shall be paid for according to special agreement to be made at the time the service is ordered.

6.—Vessels ashore or in distress, or not in regular tow, or requiring the service of the Ice Boats from any other cause, or vessels not being in readiness at the hour fixed, will be charged according to the service performed, such an amount as may be determined by the Director of the Department of Public Works.

7.—Vessels using the Ice Boats' Hawser shall pay five per cent. in addition to the amount of their towage.

8.—No less rate than *to or from Chester* will be charged for the service of the Ice Boats beyond the Harbor limits.

9.—It must be understood that a contract with the Ice Boats for towage will not include the *docking* of vessels.

PHILADELPHIA, November 23, 1888.

STEAM TUGS IN SERVICE AT THE PORT OF PHILADELPHIA.

	DATE BUILT.	LENGTH.	BREADTH.	DEPTH.	ENGINES.	STEAM.	OWNER OR AGENTS.
Active,	1891	69.	17.	7.6	17x17	125	James Smith.
Alert,	1890	67.6	17.5	8.1	17x17	110	F. W. Munn.
Altoona,	1875	77.2	16.1	9.1	22x18	100	P. R. R. Co.
American,	1896	47.	12.4	6.	12x12	125	American Dredging Co.
Archambault, A. L.,	1869	52.	13.	5.1	12x12	60	S. R. Vaughn.
Arctic,	1882	53.	15.	6.7	14x14	90	C. L. Walker.
Ash, C. G.,	1873	73.3	15.8	6.1	18x18	90	H. H. Brady & Co.
Ashbourne,	1895	92.	19.	10.	15x26x22	110	P. & R. R. R. Co.
Atlantic,	1862	70.	17.	6.	18x18	80	P. & R. R. R. Co.
Augusta,	1894	60.	16.6	7.	14x16	125	Aug. Wall.
Baird, Christiana, .	1879	54.6	15.6	6.	14x16	90	David Baird.
Baltic,	1894	73.	16.6	8.	16x16	120	P. Martin.
Beard, William, . .	1874	54.	14.	6.	18x20	100	American Dredging Co.
Berwind, Harry A.,	1891	55.	16.8	7.	15x15	110	Peter Hagan.
Bowen, James, . .	1873	90.	20.	7.	8x36x24	125	American Dredging Co.
Bradley, John C., .	1881	66.	17.	7.	17x17	85	Jas. McCaulley.
Brady, Owen, . . .	1891	65.	16.2	7.4	16x16	110	John I. Brady.
Bramell, A. M., . .	1892	55.2	15.	6.	14x14	110	Benj. Bramell.
Bruce,	1867	95.	21.2	8.3	30x30	60	S. & J. M. Flanagan.
Campania,	1893	90.	20.	10.	14x26x20	120	John E. Lingo.
Caroline,	1862	79.	15.2	7.2	..	..	B. & O. R. R. Co.
Champion,	1860	64.	17.	7.	18x18	90	S. & J. M. Flanagan.
Churchman, F. A.,	1872	73.1	17.1	7.7	18x18	100	F. A. Churchman.
Columbia,	1896	80.	17.6	10.	12½x25x18	125	F. W. Munn.
Comet,	1870	64.	16.	7.7	18x18	80	Amer. Dredging Co.
Convoy,	1873	89.5	19.	9.2	32x32	40	B. & O. R. R. Co.
Corr, Mary R., . .	1882	58.	15.	6.	14x16	78	Fred. R. Dych.
Cramp, William, .	1877	69.	17.5	7.5	17x17	80	Wm. E. Bernard.
Cranmer, Lulu B., .	1880	68.6	16.	6.6	..	..	Wright & Cranmer.
Crawford, Lizzie, .	1882	67.4	17.5	8.	17x17	80	C. L. Walker.
Darlington, Jared,	1894	65.6	17.3	7.6	16x16	125	J. C. Tracy.
Dennis, C. T., . . .	1882	44.	13.	6.6	12x14	110	Herron Bros.
Durham, J. W., . .	1894	63.	13.6	7.4	14x14	110	James Morgan.
Edith,	1871	60.	13.	6.2	14x14	100	S. & J. M. Flanagan.
Edna,	1892	55.	14.6	5.6	12x12	125	S. S. Carey.
Emily,	1871	59.5	13.5	6.4	14x14	80	Rupaune Chemical Co.
Esherich, Frank K.,	1890	68.5	16.9	8.5	10x20x18	125	F. W. Munn.
Esther,	1895	52.	14.	5.9	12x12	100	Geo. R. Murray.
Evening Star, . . .	1872	59.	14.9	6.4	15x15	80	Dennis McDewitt.
Fidget,	1882	61.	16.5	6.	16x16	90	J. C. Tracy.
Fleetwing,	1877	47.	13.	4.8	10x10	70	Wm. B. Wills.
Fox, Henry C., . . .	1873	54.6	13.2	5.7	14x14	70	Captain.
Gedney, Samuel, . .	1873	68.3	16.7	7.8	18x18	65	Frank Somers.
Gladsifen,	1883	92.9	20.	9.8	16x32x24	110	Benj. W. Robinson.
Graham, Lillie M.,	1892	65.	16.6	7.6	16x16	110	Paul LaCompt.
Graham, W. W., . .	1883	59.	15.	6.	14x14	99	H. B. Lake.
Hagan, John J., . .	1894	50.	13.8	5.11	14x14	85	Peter Hagan & Co.
Hanna, Alexander Y.	1890	62.5	15.9	6.8	15x15	100	J. C. Tracy.
Harbor,	1891	65.	16.6	7.6	16x16	110	A. N. Hughes.
Harry,	1873	47.6	14.	4.6	12x12	100	Aug. Wall.
Harry,	1871	86.5	20.	8.1	20x18	93	Penna. R. R. Co.
Hercules,	1888	101.5	21.	10.8	14x22x36x24	150	Atlantic Refining Co.

	DATE BUILT.	LENGTH.	BREADTH.	DEPTH.	ENGINES.	STEAM.	OWNER OR AGENTS.
Holton, J. S. W., . . .	1892	73.	16.6	8.	16x16	125	Jas. McCaulley.
Hudson, Asher J., . .	1891	105.	21.6	11.11	15x30x22	110	Jas McCaulley.
Hudson, Geo P., . . .	1889	45.8	13.2	5.5	12x12	. .	I. Ellis.
Hughes, Albert N., . .	1887	83.3	19.1	8.2	15x26x22	100	A. S. Hughes.
Hughes, Asa W., . . .	1889	84.8	19.4	9.	15x26x22	110	" "
Hughes, Atkins, . . .	1890	84.8	19.6	9.	15x26x22	110	" "
Hunt, M. W.,	1888	63.5	15.6	6.5	15x15	110	H. B. Lake.
Ice Boat No. 1, . . .	1837	185.	60.3	11.	2-40''x7 ft.	60	Director Pub. Works.
" " 2,	1868	206.	67.	12.	2-45''x8 ft.	60	" "
" " 3,	1873	210.	72.	15.	2-50''x9 ft.	60	" "
Imperator,	1886	96.	20.	9.	16x32x22	100	Atlantic Refining Co.
International,	1890	140.	26.	16.2	16x24x41x30	160	P. & R. R. Co.
Irene,	1883	47.	12.4	3.5	. . . . .	. .	John B. Draper.
Ivanhoe,	1883	85.3	19.	9.4	16x30x24	85	Jas. McCaulley.
Ivanhoe,	1875	66.9	15.4	6.4	15x15	100	Benj. Bramell.
James,	1874	62.	16.	6.6	16x16	80	E. B. Hand.
Jamesburg,	1883	82.	18.2	8.8	24x24	90	Penna. R. R. Co.
Juno,	1878	85.	18.1	9.3	15x26x20	100	Peter Wright & Sons.
Kensington,	1882	62.6	15.6	6.6	15x15	100	E. B. Hand.
Keystone,	1861	54.6	13.8	5.7	15x15	90	McBride Bros.
Killam, Chas.,	1891	50.	13.6	6.	12x12	125	Wm. McAvoy.
King, Sam'l G., . . .	1881	80.	17.2	7.	17x17	80	Director Pub. Works.
Kirkland, Robert R.,	1871	86.3	18.8	7.8	. . . . .	. .	National Dredging Co.
Laura,	1869	52.	13.4	5.4	14x14	100	Benj. Hill.
Laura B.,	1883	85.3	19.8	8.6	20x22	100	Wilm. & N. R. R. Co.
Leader,	1882	54.4	14.5	6.2	14x14	80	Sam'l R. Vaughn.
Lenox, C. & E., . . .	1873	71.5	15.8	6.4	17x17	70	David W. Lenox.
Lightning,	1874	74.6	16.5	8.	18x18	75	Amer. Dredging Co.
Lincoln, Josephine, .	1875	46.8	10.5	5.6	12x16	110	W. E. Bernard.
Lookout,	1862	51.1	13.6	5.8	18x18	90	Wm. P. Clyde & Co.
Lottie,	1889	56.	15.5	6.6	14x14	100	Jas. Gallagher.
Louise, Mary,	1864	64.3	16.	6.	18x18	80	C.Hillman S. & E. B. Co.
McAvoy, Ellen, . . .	1883	56.4	15.	6.	14x14	90	John Malone.
M'Caulley, E. V., . .	1887	96.5	20.5	10.8	13x21x32x 24	150	Jas. McCaulley.
" James,	1887	82.7	19.6	9.4	15x28x22	110	" "
" S. A.,	1885	81.7	19.	8.7	20x22	100	" "
McOwen, Frederick,	1892	55.	15.8	6.6	14x14	110	Peter Hagan.
Madeira,	1892	65.	16.6	7.6	16x16	110	James Smith.
Majestic,	1890	78.	18.4	7.6	17x17	125	J. C. Tracy.
Mars,	1890	117.2	23.	15.7	22x40x28	115	Bartlett & Shepherd.
Martha,	1879	43.5	11.	3.9	10x12	100	Chas. Warner & Co.
Mascot,	1890	62.5	15.9	6.8	15x15	110	Rich. G. Banks.
Maurice,	1892	63.	15.2	6.8	14x14	140	L. B. Shaw.
Mehrer, John E., . .	1894	85.	19.6	9.	17x20	140	Rich. G. Banks.
Meteor,	1881	92.5	18.6	8.5	16x32x28	100	Chas. Warner & Co.
Minerva,	1886	57.	15.	6.	16x16	100	J. W. Paxson & Co.
Minnie,	1869	48.9	13.	5.6	14x14	75	John McKeefery.
Mott, General G., . .	1881	75.	17.	8.	16x20	110	Wm. Boole.
Munn, Frank W., . .	1889	84.	19.5	9.6	13x26x20	120	F. W. Munn.
New Castle,	1874	80.	11.	7.7	20x20	80	Peter Wright & Sons.
Nonpareil,	1887	75.	18.1	7.1	13x24x18	121	Atlantic Refining Co.
North America, . . .	1876	130.	28.2	14.	40x42	75	Ins. Co. of N. A.
Oceanic,	1872	97.	20.	8.2	26x26	80	Wm. R. Gerting.
Patterson, J. D., . .	1894	52.	11.	6.6	9x12	125	Phila Trans. Light. Co.
Patton, John,	1896	54.4	15.5	7.	15x15	150	Lewis F. Boyer.
Pennsauken,	1894	40.	13.6	4.6	. . . . .	. .	S. Davis.

	DATE BUILT.	LENGTH.	BREADTH.	DEPTH.	ENGINES.	STEAM.	OWNER OR AGENTS.
Philadelphia,	1887	60.	16.	7.	14x14	110	J. L. Pierce.
Pidgeon, Frank, Jr.,	1880	51.5	14.6	9.5	14x14	80	David Baird.
Pilot,	1891	89.2	20.8	10.2	15x30x24	130	A. N. Hughes.
Pilot Boy,	1895	52.	14.	5.9	12x12	100	Geo. Murray.
Pioneer,	1891	89.2	20.8	10.2	15x30x24	130	A. N. Hughes.
Powell, Amanda, . .	1873	65.5	15.6	6.4	16x16	60	Wilm. & Nor. R.R.Co.
Protector,	1882	92.9	20.	9.8	16x32	125	Wm. W. Bowker.
Pulaski,	1889	50.	11.10	4.10	10x12	107	Peter Hagan & Co.
Rambler,	1883	40.	12.9	5.5	12x12	90	C. W. Brink.
Rebecca,	1874	67.	14.	6.7	16x16	90	Phila. Trans. & Ltg.Co
Reese, John,	1894	74.	17.	7.6	16x16	125	E. W. Stotsenburg.
Reliance,	1881	84.	18.	8.	14x24x24	110	Jas. McCaulley.
Rescue,	1886	79.2	19.	9.	13x24x18	110	" "
Reynolds, Gard. B.	1891	62.5	15.9	6.8	15x15	110	John E. Lingo.
Sawtelle, Col. C. G.,	1862	68.8	16.9	7.5	20x20	90	S. & J. M. Flanagan.
Schaubel, Harry, Jr.,	1886	57.	14.	6.6	12x14	120	Sam'l Davis.
Schuyler, S.W. No. 2	1863	53.	12.1	7.	..	..	Leonard Boyer.
Scott, Col. Thos. A.,	1875	130.6	21.	8.	53''x10 feet	36	S. & J. M. Flanagan.
Sea King,	1891	96.	20.6	10.	16x30x24	120	F. W. Munn.
Sewell, Wm. J., . . .	1893	70.8	17.6	9.6	..	..	Stephen Abbell.
Smith, Geo. W., . . .	1882	56.5	16.	6.4	16x18	..	T. B. Rice.
Smith, Thos. G., . .	1890	84.	19.5	9.6	13x26x20	110	Wm. W. Bowker.
Startle,	1883	68.	17.5	8.4	17x17	80	A. N. Hughes.
Stokley, Wm. S., . .	1875	100.	18.	12.	26x30	50	Director Pub. Safety.
Stuart, Edwin S., . .	1893	110.	23.7	10.9	14x28	200	Director Pub. Safety.
Tamaqua,	1896	170.	29.	18.	18x28x45.30	160	P. & R. R. R. Co.
Taurus,	1881	64.5	17.	6.5	16x16	85	Chas. Warner & Co.
Transit,	1884	91.	20.	8.4	17x30x24	80	P. & R. R. R. Co.
Tygart, Nellie S., . .	1873	49.5	13.4	4.8	14x14	65	Lewis F. Boyer.
Varuna	1864	81.	18.	8.4	22x22	80	P. R. R. Co.
Visitor,	1883	65.	15.	8.	16x16	75	Director Pub. Safety.
Wall, Harry M., . . .	1891	70.	16.6	8.	16x16	125	Aug. Wall.
Walker, Mary J., . .	1891	73.	18.	9.	17x17	110	C. L. Walker.
Wear, John,	1882	75.	17.	8.	16x20	110	F. A. Von Boyneburgk
White, May T., . . .	1880	61.	15.8	7.8	16x18	80	Amer. Dredging Co.
Willie,	1896	47.6	14.	5.3	12x12	120	Wm. E. Bernard.
Wister, Gen'l I. J., .	1886	80.	18.	8.	17	85	T. J. Cleaver.
Worrall, Granville, .	1868	65.5	15.5	5.8	18	75	H. H. Brady & Co.

COMMERCIAL AND TRADE ORGANIZATIONS OF PHILADELPHIA.

THE PHILADELPHIA MARITIME EXCHANGE.

GEO. E. EARNSHAW, *President*. Main Floor, Philadelphia Bourse. E. R. SHARWOOD, *Secretary*.

PHILADELPHIA BOARD OF TRADE.

FREDERICK FRALEY, *President*. No. 248 Bourse Building. WM. R. TUCKER, *Secretary*.

COMMERCIAL EXCHANGE OF PHILADELPHIA.

SAMUEL C. WOOLMAN, *President*. Main Floor, Philadelphia Bourse. C. ROSS SMITH, *Secretary*.

PHILADELPHIA STOCK EXCHANGE.

R. M. JANNEY, *President*. Drexel Building. J. BELL AUSTIN, *Secretary*.

TRADES LEAGUE OF PHILADELPHIA.

W. W. FOULKROD, *President*. 207-11 Bourse Building. J. N. FITZGERALD, *Secretary*.

VESSEL OWNERS' AND CAPTAINS' ASSOCIATION.

JOHN L. NICHOLSON, *President*. No. 205½ Walnut Street. JAMES F. WALLACE, *Secretary*.

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PHILADELPHIA PRODUCE EXCHANGE.

O. W. WHITE, *President*. N. W. Corner Front and Chestnut Streets. HOWARD AUSTIN, *Secretary*.

PHILADELPHIA BOURSE.

GEO. E. BARTOL, *President*. Fifth Below Market Street. EMIL P. ALBRECHT, *Secretary*.

MANUFACTURERS' CLUB.

ROBERT DORNAN, *President*. No. 1409 Walnut Street. CHAS. HEBER CLARK, *Secretary*.

THE LUMBERMEN'S EXCHANGE OF PHILADELPHIA.

ROBERT J. KAY, *President*. No. 206 Bourse Building. EDWARD M. WILLARD, *Secretary*.

MASTER BUILDERS' EXCHANGE.

WM. B. IRVINE, *President*. No. 18-24 S. Seventh Street. WM. HARKNESS, *Secretary*.

PHILADELPHIA COMMERCIAL MUSEUM.

DR. WILLIAM PEPPER, *President*. No. 233 S. Fourth Street. WM. P. WILSON, *Secretary*.

WHOLESALE GROCERS' ASSOCIATION OF PENNSYLVANIA, NEW JERSEY AND DELAWARE.

JOHN W. LAUGHLIN, *President*. Main Floor, Philadelphia Bourse. JOHN E. POORE, *Secretary*.

PUBLIC OFFICES IN PHILADELPHIA.

UNITED STATES CUSTOM HOUSE.

Chestnut Street, below Fifth Street.

JOHN R. READ, Collector.

F. J. CRILLY, Special Deputy Collector.

POST OFFICE.

Ninth and Chestnut Streets.

WM. WILKINS CARR, Postmaster.

JOSEPH C. BOGGS, Assistant Postmaster.

UNITED STATES ENGINEERS.

1428 Arch Street.

MAJOR C. W. RAYMOND, U. S. A., Officer in Charge.

UNITED STATES LIGHTHOUSE INSPECTOR, FOURTH DISTRICT.

Rooms 20 and 30, Fourth Floor, Post Office Building.

COMMANDER C. J. TRAIN, U. S. N., Inspector.

CAPTAIN WILLIAM H. BIXBY, U. S. A., Engineer.

UNITED STATES MARINE HOSPITAL SERVICE.

No. 410 Chestnut Street.

GEO. PURVIANCE, M. D., Surgeon in Charge Medical Inspection of Immigrants.

G. T. VAUGHAN, M. D., Past Assistant Surgeon in Charge Marine Hospital.

UNITED STATES COAST AND GEODETIC SURVEY.

Room 5, Fourth Floor, Post Office Building.

R. M. BACHE, Assistant in Charge.

UNITED STATES BRANCH HYDROGRAPHIC OFFICE.

Rooms A and B, South Gallery, Bourse Building.

LIEUTENANT-COMMANDER JAMES R. SELFRIDGE, U. S. N., Officer in Charge.

UNITED STATES NAVY YARD.

League Island.

COMMODORE JOHN A. HOWELL, U. S. N., Commandant.

WM. J. MANNING, Commandant's Secretary.

UNITED STATES NAVY PAY OFFICE.

Room 21, Post Office Building.

HENRY M. DENNISTON, U. S. N., Purchasing and Disbursing Paymaster.

UNITED STATES COMMISSIONER OF IMMIGRATION.

Room 4, No. 1224 Chestnut Street.

JOHN J. S. RODGERS, Commissioner.

UNITED STATES SHIPPING COMMISSIONER.

No. 500 South Delaware Avenue.

JAMES J. KING, Commissioner.

UNITED STATES WEATHER BUREAU.

Fourth Floor, Post Office Building.

L. M. DEY, Local Forecast Official.

INTERNAL REVENUE.

Room 22, Second Floor, Post Office Building.

WM. H. DOYLE, Collector.

FRANCIS B. BROCKEN, Chief Deputy.

UNITED STATES MINT.

Chestnut and Juniper Streets.

MAJOR HERMAN KRETZ, Superintendent.

GENERAL GEORGE R. SNOWDEN, Chief Clerk.

UNITED STATES SUB-TREASURY.

Custom House, Chestnut, below Fifth Street.

WM. H. BIGLER, Assistant Treasurer.

BARNET EARLEY, Chief Clerk and Cashier.

UNITED STATES NAVAL HOME.

Gray's Ferry Road.

CAPTAIN J. CRITTENDEN WATSON, U. S. N., Governor.

COMMANDER J. FORSYTH, U. S. N., Executive Officer.

UNITED STATES NAVAL HOSPITAL.

Gray's Ferry Road.

DAVID KINDLEBERGER, U. S. N., Medical Director.

HARBOR MASTER OF PHILADELPHIA.

Southeast Corner Walnut and Dock Streets.

JOSEPH H. KLEMMER, Harbor Master.

W. G. RUTHERFORD, Chief Deputy.

CITY BOARD OF HEALTH.

Room 610, City Hall.

WM. H. FORD, M. D., *President*.A. A. HIRST, *Secretary*.JOHN J. McCAY, *Chief Clerk*.

STATE QUARANTINE BOARD.

264-266 Bullitt Building.

R. A. CLEEMAN, M. D., *President*.BENJAMIN LEE, M. D., *Secretary*.

THOMAS WINSMORE,

HENRY M. DUBOIS,

ERNEST LA PLACE, M. D.,

THEODORE B. STULB, *Health Officer*.H. C. BOENNING, M. D., *Quarantine Physician*.

QUARANTINE OFFICE.

No. 264-266 Bullitt Building.

THEODORE B. STULB, *Health Officer*.

OFFICE HOURS:—9 A. M. to 5 P. M. Sundays and Holidays excepted.

Health Certificate to be presented (or, when State Quarantine Service is suspended, affidavit to be made) within twenty-four hours after vessel's arrival at port of entry. Fees to be paid at same time and a receipt or health ticket to be furnished thereupon by the officer in charge.

FEES.

Any Steam Vessel arriving from a foreign port,	\$10 00
“ Sailing “ “ “ “ “	5 00
“ Coasting Vessel, Sail or Steam, arriving from a port South of St. Mary River,	2 50

Section 6 of the Act approved June 5, 1893, provides that no fee shall be collected from vessels other than above specified.

FOREIGN CONSULS AT PHILADELPHIA.

- ARGENTINE REPUBLIC—WM. P. WILSON, No. 233 S. Third Street.
AUSTRIA-HUNGARY—ALFRED J. OSTHEIMER, Consul, No. 831 Arch Street;
ARNOLD KATZ and JACOB WEIN, Vice-Consuls, No. 128 Walnut Street.
BELGIUM—C. W. BERGNER, Consul; PAUL WIBAUX, Chancellor, No. 424 Walnut Street.
BRAZIL—JOHN MASON, JR., No. 319 Walnut Street.
CHILI—EDWARD SHIPPEN, No. 532 Walnut Street.
COREA—DR. R. H. DAVIS, No. 120 N. Seventh Street.
COSTA RICA—GUSTAVO NIEDERLEIN, 233 S. Fourth Street.
DENMARK—J. N. WALLEM, Vice-Consul, No. 122 S. Second Street.
ECUADOR—EDWARD SHIPPEN, No. 532 Walnut Street.
FRANCE—EDOUARD PESOLI, Consul; HENRI ORLANDI, Chancellor, No. 524 Walnut Street.
GERMAN EMPIRE—C. H. MEYER, Consul; FREDERICK DELVIGNE, Vice-Consul, No. 227 Chestnut Street.
GREAT BRITAIN—ROBT. CHARLES CLIPPERTON, Consul; C. CLIPPERTON, Vice-Consul, No. 708 Washington Square (Spruce Street).
GREECE—S. EDWIN MEGARGEE (Acting), No. 502 Walnut Street.
HAWAII—DR. R. H. DAVIS, No. 120 N. Seventh Street.
HAYTI—Vacant.
HONDURAS—SOLOMON FOSTER, JR., Pottsville, Pa.
ITALY—G. SLAVIZ (Acting), No. 259 S. Fourth Street.
LIBERIA—THOMAS J. HUNT, No. 623 Walnut Street.
MEXICO—J. ALTIMIRA, Consul, No. 33 S. Gay Street, Baltimore, Md.; E. SULIKINSKI, Acting Vice-Consul, No. 430 Spruce Street.
NETHERLANDS—ARNOLD KATZ, Vice-Consul, No. 128 Walnut Street.
NICARAGUA—HENRY C. POTTER, No. 40 S. Delaware Avenue.
NORWAY—J. N. WALLEM, Vice-Consul, No. 122 S. Second Street.
PORTUGAL—JOHN MASON, JR., No. 319 Walnut Street.
RUSSIA—WM. R. TUCKER, Vice-Consul, No. 248 Bourse Building.
SPAIN—JOSE CONGOSTO, Consul, No. 222 S. Third Street; EDUARDO FORNIAS, Acting Vice-Consul, No. 1229 Spruce Street.
ST. DOMINGO—THOMAS B. WANAMAKER, Thirteenth and Market Streets.
SWEDEN—J. N. WALLEM, Vice-Consul, No. 122 S. Second Street.
SWITZERLAND—RUDOLPH KORADI, Consul, No. 314 York Avenue; WERNER ITSCHNER, Vice-Consul, No. 712 Market Street.
TURKEY—Vacant.
URUGUAY—EDUARDO FORNIAS, No. 1229 Spruce Street.
VENEZUELA—Vacant.

DAY AND NIGHT DISTINGUISHING SIGNALS OF STEAMSHIP AND TOW BOAT LINES RUNNING TO PHILADELPHIA.

LINES.	HOUSE FLAG.	FUNNEL MARKS.	NIGHT SIGNALS.
Allan Line.	Blue, White and Red.	Red, with Black Top and White Band.	Three Blue lights displayed in form of a Triangle.
American Line. International Navigation Company.	White, with Blue Eagle.	Black, with White Band.	Blue light forward and aft and a Red light on the bridge simultaneously.
Atlantic Transport Line.	Blue, with White Stars.	Red, with Black Top.	Green, White, Red, Green, White, Red.
Boston and Philadelphia S. S. Line.	White with Red ball in centre.	Black.	Two Red lights followed by Green and rocket of interval of 5 minutes
Boston Towboat Company.	Red, with a White T.	Black, with a White T.	Red, Blue, White.
Clyde Line.	White, with blue border and Red C in centre.	Black.	Red Coston light. Distress, White, Red, White.
Earn-Line.	White Burgee, with large Blue E.	Black, with White Band and Blue E.	Red, Green, Red followed by Red Star.
Dumois Fruit Line.	White, red border with Blue D.	Black, white band, with Blue D.	
Hamburg-American Packet Line.	Blue and White with anchor and letters H. A. P. A. G.	Black.	Two Red, White, Blue lights in quick succession at stern.
Hart's Fruit Line.	White, with Red heart in centre.	No Special Mark.	Green, Red, Green, Red.
Johnston-Trident Line.	White, with two Crossed Tridents.	Black.	Green forward and aft, Red amidship burning simultaneously.
North Atlantic Trident Line.			Red forward and aft and White amidships burning simultaneously.
Ocean S. S. Company of Savannah.	White, Blue Cross, with Red G. A.	Black, with Red Top.	White, Red.

NOTE.—The “*Answering Signal*” at night, of the Reporting Stations of The Philadelphia Maritime Exchange is a “*White Light*.”

DAY AND NIGHT DISTINGUISHING SIGNALS OF STEAM-SHIP AND TOW BOAT LINES RUNNING TO PHILADELPHIA.—Continued.

LINES.	HOUSE FLAG.	FUNNEL MARKS.	NIGHT SIGNAL.
Red Star Line. International Navigation Company.	White, with Red Star.	Black, with White Band.	Three Red lights forward, aft and amidship burning simultaneously.
Red Star Tugs.	White, with Red Star in centre.	Yellow, with Red Star.	Blue, followed by Red Star.
Standard Oil Company.	Red, with White S.	Black, with White S.	Green, Red, Green followed by Red Ball.
Sigua Iron Company.	Blue and White, forming two Blue and two White Triangles.	No Special Mark.	Green light forward, aft and amidship burning simultaneously.

NOTE.—The “*Answering Signal*” at night, of the Reporting Stations of The Philadelphia Maritime Exchange is a “*White Light*.”

APPENDIX A.

Delaware and Schuylkill River Improvements.

By resolution adopted 28th day of October, 1895, the Exchange decided to use every endeavor to obtain liberal appropriations both from the Congress of the United States, and from the City of Philadelphia for deepening the channels of the Delaware and Schuylkill Rivers, and with that purpose in view to seek the co-operation of other Commercial Bodies and interested parties.

On November 22nd, 1895, the Joint Executive Committee on the Improvement of the Harbor of Philadelphia and Delaware and Schuylkill Rivers was re-organized as follows :

BOARD OF TRADE,	{ B. S. JANNEY, JR, L. Y. SCHERMERHORN, F. W. TAYLOR, ALEX. C. FERGUSON, WM. R. TUCKER.
COMMERCIAL EXCHANGE,	{ H. K. CUMMINGS, W. F. HAGAR, JAS. B. CANBY.
THE PHILADELPHIA MARITIME EXCHANGE, .	{ GEO. H. HIGBEE, CHAS. F. GILLER, J. S. W. HOLTON, E. R. SHARWOOD.
MANUFACTURERS' CLUB,	{ J. G. CROXTON, F. L. NEALL.
GROCERS' AND IMPORTERS' EXCHANGE, . .	{ H. A. FRY, DAVID McMINAMIN.
BOARD OF WARDENS FOR THE PORT OF PHILA.,	{ SAMUEL DISSTON, L. W. MOORE, MURRELL DOBBINS.
HARBOR COMMISSIONERS,	{ EDWIN S. CRAMP, WM. D. WINSOR.
DRUG EXCHANGE,	{ JOHN FERGUSON, H. N. RITTENHOUSE.
VESSEL OWNERS' AND CAPTAINS' ASSOCIATION,	{ JOEL COOK, GEO. A. COTTON.

Mr. B. S. Janney, Jr., was re-appointed Chairman and Mr. Wm. R. Tucker Secretary.

The Chairman subsequently appointed the following working Committees :

CONGRESSIONAL.—Joel Cook, Chairman ; Geo. H. Higbee, Wm. D. Winsor, W. F. Hagar, L. Y. Schermerhorn, H. K. Cummings, John F. Croxton, Chas. F. Giller, E. R. Sharwood.

MUNICIPAL.—Edwin S. Cramp, Chairman ; Murrell Dobbins, J. S. W. Holton, Alex. C. Fergusson, F. W. Taylor, Jas. B. Canby, Samuel Disston, Geo. A. Cotton.

FINANCE.—Henry A. Fry, Chairman ; John Fergusson, David McMenamin, H. N. Rittenhouse.

Joint Memorial to Congress of Representatives of the Maritime, Commercial and Transportation Interests of Philadelphia.

TO THE HONORABLE THE SENATE AND HOUSE OF REPRESENTATIVES OF THE
UNITED STATES IN CONGRESS ASSEMBLED ;

We, the undersigned, representatives of the maritime, commercial and transportation interests of Philadelphia, are fully impressed with the importance of the early completion of the project, which has been in progress since 1885, for the formation of a channel between the Port of Philadelphia and the sea, commensurate with our needs, and therefore regard with solicitude the recommended reduction, made by the Senate of the appropriation for the continuation of the work.

Believing that the national importance of the improvement fully justifies our action we most respectfully petition Congress for the restoration, to the sum of \$500,000, of the appropriation for the improvement of the Delaware River.

PENNSYLVANIA RAILROAD COMPANY, BY G. B. ROBERTS, *President*.

PHILADELPHIA & READING RAILROAD COMPANY, BY THEODORE VOORHEES,
First Vice-President.

INSURANCE COMPANY OF NORTH AMERICA, BY CHARLES PLATT, *President*.

DELAWARE INSURANCE COMPANY OF PHILA., BY TATNALL PAULDING,
President.

THE PHILADELPHIA MARITIME EXCHANGE, BY GEO. E. EARNSHAW,
President.

COMMERCIAL EXCHANGE, BY SAML. C. WOOLMAN, *President*.

INTERNATIONAL NAVIGATION COMPANY, BY CLEMENT A. GRISCOM,
President.

PHILADELPHIA BOARD OF MARINE UNDERWRITERS, BY CHARLES PLATT,
President.

VESSEL OWNERS' & CAPTAINS' ASSOCIATION, BY JOHN L. NICHOLSON,
President.

EARN-LINE STEAMSHIP COMPANY, BY GEO. E. EARNSHAW, *Secretary and Treasurer.*

PETER WRIGHT & SONS.

HENRY WINSOR & CO.

H. & A. ALLAN, BY P. D. TODD.

GIRARD POINT STORAGE CO., BY W. H. BARNES, *President.*

CHAS. M. TAYLOR'S SONS.

OCEAN STEAMSHIP COMPANY OF SAVANNAH, BY M. C. HAMMOND, *Agent.*

PHILADELPHIA, May 4th, 1896.

Memorial of the Joint Executive Committee to Congress in Favor of the Retention of the sum of \$500,000 in the River and Harbor Bill.

TO THE HONORABLE THE SENATE AND HOUSE OF REPRESENTATIVES IN
CONGRESS ASSEMBLED :

This memorial of the Joint Executive Committee on the Improvement of the Harbor of Philadelphia and the Delaware and Schuylkill Rivers, consisting of representatives of the Philadelphia Board of Trade, Philadelphia Commercial Exchange, Philadelphia Maritime Exchange, Philadelphia Drug Exchange, Grocers' and Importers' Exchange, Vessel Owners' and Captains' Association, Board of Port Wardens, Manufacturers' Club and Board of Harbor Commissioners, respectfully represents :

That the needs of the port of Philadelphia demand the completion of the project, which has been in progress since 1885, for a 26-foot channel between Philadelphia and the sea at the earliest possible date. This necessity has been appreciated by the House of Representatives in appropriating \$500,000 in the pending River and Harbor Bill for the improvement of the Delaware river. This provision the Senate Committee on Commerce recommends shall be reduced to \$250,000, and to secure the full appropriation of \$500,000, this memorial is directed.

That about 10 years ago, and contemporaneously with the adoption by Congress of the project of a 26-foot channel between Philadelphia and the sea, the deepening of the channels of approach to the harbors of Boston,

New York, Philadelphia, Baltimore and Norfolk was entered upon by the general Government. The completion of enlarged channels of approach to four of these harbors has already been accomplished, while the approach to the port of Philadelphia remains incomplete and entirely incommensurate with the needs of its commerce. Nevertheless, in the pending River and Harbor Bill provision is made for still further increase in the channels of approach to some of these competing ports for the commerce of the world, while the necessary appropriation to obtain the channel depths leading to the port of Philadelphia, as proposed in 1885, will be reduced to one-half if the Senate Committee amendment to the pending bill is adopted.

That the present twenty-foot depth over the bars in the lower part of the Delaware River is an embargo upon the commerce of the port of Philadelphia, and has necessitated the withdrawal of steamship lines adapted to its trade, but unable to economically carry on their business with the port on account of insufficient depth of water over a few shoal places in the river.

That the State of Pennsylvania and the City of Philadelphia, appreciating the existing embarrassment to commerce, and as a pledge for their interest in the improvement, have appropriated over \$2,500,000 during the last five years towards the development of the commercial facilities of the port and the channel of approach thereto, and of this large amount nearly \$700,000 has been appropriated in furtherance of the Governmental project for the improvement of the main ship channel in the Delaware River.

That large expenditures have been made and still greater expenditures are proposed by private and corporate interests in the construction of docks and wharves adjusted to the requirements of modern ocean steamers. That the City of Philadelphia has entered upon the costly undertaking of widening the avenue fronting upon the port and harbor and the extension of its wharves, and that all these expenditures, made or anticipated, have been based upon the reasonable assumption that the early improvement of the main ship channel would render of value the increased facilities of the port; therefore

Your memorialist, the Joint Executive Committee on the Improvement of Philadelphia Harbor and Delaware River, in view of the facts set forth, most earnestly petitions your Honorable Bodies for such a reconsideration of the proposed reduction which has been recommended by the Senate Committee on Commerce in the appropriation for the improvement of the Delaware River as will permit it to remain at the full amount of \$500,000, as provided for in the River and Harbor Bill as it passed the House of Representatives."

PHILADELPHIA, 4th May, 1896.

Memorial of the Joint Executive Committee to the House of Representatives Urging the Elimination of the Proviso Attached to the Appropriation for the Delaware River as Regards Reedy Island Dike.

TO THE HONORABLE THE HOUSE OF REPRESENTATIVES OF THE UNITED STATES :

This memorial of the Joint Executive Committee on the Improvement of the Harbor of Philadelphia and the Delaware and Schuylkill Rivers, consisting of representatives of the Philadelphia Board of Trade, Philadelphia Commercial Exchange, Philadelphia Maritime Exchange, Philadelphia Drug Exchange, Grocers' and Importers' Exchange, Vessel Owners' and Captains' Association, Board of Port Wardens, Manufacturers' Club and Board of Harbor Commissioners, respectfully represents :

That the proviso attached by the Senate to the appropriation in the pending River and Harbor Bill for the improvement of the Delaware River will seriously delay the formation of a proper channel between Philadelphia and the sea.

That the project for a dike between Reedy Island and Liston's Point has been repeatedly approved by Congress since 1885 ; that a considerable part of the dike has been under construction from time to time since 1887 ; that work thereon is now in progress by contracts entered into by the United States under appropriations heretofore made ; that to the present time the results of the physical action of the dike do not suggest the propriety of discontinuing work thereon, and that a Board of Engineers reported to the War Department on April 20th, 1896, that the construction of the part of the dike now under contract would not injure the navigation of the creeks emptying on the Delaware shore.

That the proviso places an unnecessary embargo upon the continuance of the approved project for the improvement of the Delaware River by restraining the continuation of the dike between Reedy Island and Liston's Point, through its provision that the report of a Board of Engineers, even though such report be favorable to the continuation of the dike, is made inoperative until the report has been considered by the next session of Congress ; therefore

Your memorialist most earnestly urges upon the House of Representatives the elimination from the proviso attached to the appropriation for the improvement of the Delaware River of so much thereof as relates to the restriction upon the present expenditure of any appropriation heretofore made upon the building of the Reedy Island dike, and also urges the annul-

ment of the provision requiring a reference to the next session of Congress of any report or recommendation which may be made by a Board of Engineers appointed to consider and report upon the several questions involved in the continuation of the dike between Reedy Island and Liston's Point.

Your memorialist does not object to any consideration of this subject by the engineers of the War Department, but it respectfully suggests that said further consideration should not be used for the purpose of preventing or unnecessarily delaying the continuance and completion of this most important work upon the Delaware River.

PHILADELPHIA, 11th May, 1896.

Resolution of Confidence by the Joint Executive Committee in the skill and ability of the U. S. Engineer Officer in charge of Delaware River Improvement.

Resolved, By the Joint Executive Committee on the Improvement of the Harbor of Philadelphia and the Delaware and Schuylkill Rivers, consisting of Representatives of the Philadelphia Board of Trade, Philadelphia Commercial Exchange, Philadelphia Maritime Exchange, Philadelphia Drug Exchange, Grocers' and Importers' Exchange, Vessel Owners' and Captains' Association, Board of Port Wardens, Manufacturers' Club and Board of Harbor Commissioners,

First, That we seriously deprecate the criticisms upon the United States Engineers which have recently been referred to in some of the newspapers in their discussion of the River and Harbor Bill now pending in Congress, which criticisms we believe to be unfounded in fact and unauthorized by any proper engineering authority ;

Second, That the Commercial and Maritime Organizations of Philadelphia hereby renew their expression of confidence in the skill and ability of Maj. C. W. Raymond, U. S. Corps of Engineers in charge of this district, and also their confidence in the plans, repeatedly framed, extended and approved by the Engineers of the War Department since 1885, under which the work of improving the navigation of the Delaware River is being conducted ; and that they consider the work already done under these plans as eminently satisfactory in its results.

PHILADELPHIA, 11th May, 1896.

APPENDIX B.

National Harbor of Refuge.

Report of Commission of Engineer Officers Upon Location and Plan for Harbor of Refuge for Deep-Draft Vessels Near Mouth of Delaware Bay.

UNITED STATES ENGINEER OFFICE,
PHILADELPHIA, PA., January 5th, 1892.

General:

The Commission of Engineer Officers constituted by paragraph 2, Special Orders No. 66, Headquarters, Corps of Engineers, United States Army, September 30th, 1890, to examine and report upon a proposed national harbor of refuge for deep draft vessels near the mouth of Delaware Bay, under the provisions of the river and harbor act of September 19th, 1890, has the honor to submit the following report.

The provisions of law above referred to are as follows.

SEC. 17. That the Secretary of War is hereby directed, at his discretion, to cause examinations or surveys, or both, to be made, and the estimated cost of improvement to be estimated, at the following localities, to wit:

* * * * *

Delaware Bay, with a view of determining the best site near the mouth of the same for a national harbor of refuge suitable for deep-draft vessels. The examination to be made by a commission of three engineer officers, who will make the examination and submit to the Secretary of War a report thereon, with a project and estimate of cost of construction of such a harbor of refuge.

The Commission met at the United States Engineer Office in Philadelphia on December 11th, 1890, and after a careful study of the charts of Delaware Bay and an examination of the various reports upon the existing harbor and its vicinity, submitted a preliminary report on the same date.* The views of the Commission are fully expressed by the following extracts from this report.

The necessity of a harbor of refuge in this vicinity was early recognized; and it was provided for by the construction of the existing harbor at Lewes, Del., which was projected by a commission of distinguished officers in 1828. Notwithstanding the fact that the plans for this harbor have not been fully carried out, it has been of immense benefit to commerce, and numerous reports establish its great value and its national character. At the present time this harbor is inadequate to the needs of commerce, and it will continue to be so after the work of breakwater extension now in progress has been completed.

* Printed as Appendix G 22, Annual Report, Chief of Engineers, 1891, page 1120.

Since this harbor was projected, the number of vessels requiring its shelter has enormously increased. Its anchorage area is far too limited, and its low-water depth of only about 16 feet prohibits its use by the deep-draft vessels of the present day. It will always be of value for the protection of the numerous small vessels passing along the coast in this vicinity, but no extension or improvement can adapt it to the uses of modern deep-draft vessels.

The Commission is not now prepared to submit statistics giving the number and draft of vessels navigating the ocean along this part of the coast, to which a deep-water harbor of refuge would be of value, but it is not doubted that such a harbor would be of great benefit to commerce; and its construction would be justified if a suitable location can be found where it can be formed at reasonable expense.

The act of Congress as to this harbor of refuge requires it to be one for deep-draft vessels. The great draft of such vessels of to-day, and the up and down motion, and swing of such vessels under heavy wave action, make ample depth and anchorage capacity essential features of the desired harbor of refuge in this bay. It should be near the main channel and easily accessible at all times and in all weather, and should shelter vessels from the prevailing storm winds, blowing from east to northwest round by the north, and protect them from floating ice descending from the northwest and north.

The information at present in the possession of the Commission points to the deep-water pocket on the west side of the main ship channel covered by the shoal, known as the "Shears," as the best one for satisfying the required conditions. This position is now a favorite anchorage, is very conveniently located for communication with the shore, the existing harbor, and the channel, and is believed to have the approval of the maritime interests.

A definite decision upon this question should, in the opinion of the Commission, be postponed until after a detailed survey which shall show the present condition (both as to depth and area) of the above-mentioned deep-water pocket, and which shall also show the recent changes in the bottom of the bay in this neighborhood.

Under the authority of the Department, the Commission had a detailed survey made of the "Shears" and the adjacent deep water spaces. Owing to the exposure of the locality, to very unfavorable weather, and to lack of sufficient funds to prosecute the work to the best advantage, the survey was made with great difficulty; and, although commenced as soon as practicable and prosecuted as diligently as allowed by circumstances, the field work of the survey was not completed until late in the summer, during September, 1891. The survey covers an area of about 6 square miles, and contains about 7,000 soundings, about 3,500 of which were located by triangulation. The principal results are shown upon the map accompanying this report. No borings were made, but all information so far collected indicates that the bottom consists of sand and mud, and furnishes a suitable foundation for breakwater construction, and a good holding ground for ships.

Comparisons of this survey with the engineer survey of 1881 and with the coast survey chart of 1843 show no changes in the bottom of the bay around the east fork of the Shears and nothing but unimportant changes at and around its west fork.

The Commission is of the opinion that the area occupied by the Shears and adjacent waters is "the best site near the mouth of Delaware Bay for a national harbor of refuge suitable for deep-draft vessels."

It is proposed to form the harbor by the construction of a breakwater located upon the line of least depth along the eastern branch of the Shears, as shown upon the accompanying map.*

The heaviest winds and seas in this locality are from the east-north-east. The breakwater is extended as far towards the northwest as in the opinion of the Commission is necessary for sufficient protection against the heavy northeast winds and seas coming around the end of Cape May. From this point it extends in a southeast direction for a distance of 1 mile, and then, for a distance of half a mile, runs in a direction towards and tangent to Cape Henlopen; being extended as far towards the south as is thought best at present, considering the desirability of allowing a free access to the proposed harbor. Against the heaviest storms, those from the east-northeast, the projected harbor has a protected anchorage area of 552 acres, with a minimum low water depth of 30 feet; and an additional area of 237 acres, with a minimum low water depth of 24 feet; this being sufficient to give free and good anchorage to more than a thousand vessels at once. As the proposed breakwater lies in the direction of the ebb currents, its construction is not liable to cause any undesirable changes in the adjacent shoals.

The Commission is of the opinion that it will be unnecessary to construct a breakwater to cover the anchorage from northwesterly winds and seas, but protection from ice descending the bay during the ebb tide must be provided for. This can be accomplished by the construction of a row of ice piers across the upper end of the harbor, as shown on the accompanying map.*

One of the important characteristics of a harbor of refuge is that it be capable of defense. While this Commission is not charged with the duty of arranging for the defense of the harbor of refuge now under consideration, it seems not inappropriate to say that the locality of the protecting ice piers could with unusual advantage be utilized for purposes of defense in connection with the objects of the harbor of refuge.

After full consideration of all the recent methods employed in breakwater construction, including the use of concrete in place, in bags, and in blocks of very large dimensions, the Commission is of the opinion that the method best adapted to this locality is the formation of a mound to the level of low water by the deposit of random stone and the construction of

* NOTE.—The map referred to could not be reproduced in this report, but a copy is on file in the Secretary's office at the Maritime Exchange.

a superstructure thereon by the erection of outer and inner walls of very heavy stones, the interior space to be filled with rubble. This method of construction is in accord with the experience gained from past work on the old breakwaters in this vicinity. For the purposes of this project and estimate the Commission has assumed the dimensions adopted for the work now in progress for closing the gap between the breakwater and ice breaker of the existing harbor. The cross section is shown on the accompanying map.*

In determining the quantity of stone required it is assumed that each cubic yard of settled enrockment will contain 1.25 gross tons, this relation being the result of the latest experience at this particular work.

The cost of the construction of the proposed harbor is estimated as follows, being based upon the assumption that funds will be supplied as fast as they can be economically expended:

North face:

Substructure, 472,191 tons, at \$3.....	\$1,416,573
Superstructure, 103,420 tons, at \$4.....	413 680
	<hr/>
	\$1,830,253

South face:

Substructure, 608,760 tons, at \$3.....	\$1,826,280
Superstructure, 51,710 tons, at \$4.....	206,840
	<hr/>
	2,033,120

Total cost of breakwater.....	\$3,863,373
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Ice piers:

Ten ice piers, at \$37,750.....	377,500
	<hr/>
	\$4,240,873

Engineering and contingencies.....	424,127
	<hr/>
	\$4,665,000

Respectfully submitted.

WM. P. CRAIGHILL,
Colonel, Corps of Engineers.

C. W. RAYMOND,
Major, Corps of Engineers.

W. H. BIXBY,
Captain of Engineers.

Brig. Gen. THOMAS L. CASEY,
Chief of Engineers, U. S. A.

* See Note preceding page.

APPENDIX C.

Shipping Legislation.

Laws Enacted During the First Session of the 54th Congress.

The Bill amending the Act adopting regulations for preventing collisions at sea, which makes it possible that the regulations for preventing collisions adopted by the International Marine Conference of 1889 will be enforced by all the Powers within the coming year. (**Appendix C³.**)

The "Express Bill" which expedites the delivery of imported parcels and packages not exceeding \$500 in value. This bill applies only to American vessels. (**Appendix C⁴.**)

The Bill extending the time for the unloading of vessels. (**Appendix C⁵.**)

The Bill extending the powers of the Secretary of the Treasury to remit or mitigate, fines, penalties and forfeitures—amending 5294 R. S. (**Appendix C⁶.**)

The Bill providing for the safety of passengers on excursion steamers, yachts, etc., taking part in regattas. (**Appendix C⁷.**)

The Bill relating to the citizenship and licensing of officers of American vessels—amending 4131 R. S. (**Appendix C⁸.**)

Provision was also made for a light ship off Fire Island.

Other Shipping Measures Considered During the First Session of the 54th Congress.

The Payne "Omnibus" Bill (H. R. 6399) which passed the House of Representative and wipes out all allotments except to a wife, mother or dependent relative. As reported by the Senate Committee on Commerce (S. 2226), allotments are permitted to a wife, mother, dependent relative and to a saving bank; also in the foreign trade, under regulation of the Commissioner of Navigation, it permits allotments not exceeding one month's wages to an original creditor in liquidation of any just debt for board or clothing which may have been contracted prior to engagement; and in the domestic trade an allotment not exceeding ten dollars to an original creditor for the same purpose.

The Simpkins Bill (H. R. 2663) abolishing unnecessary crew bonds, facilitating the entry and clearance at lake ports, regulating crew space on vessels, and repealing numerous laws enacted in the early part of the present

century and still enforced, though not adapted to modern requirement, to the discomfort of masters, etc., which has passed the House of Representatives and has been reported (S. 187) with certain amendments by the Senate Committee on Commerce.

The Tonnage Tax Bill (S. 183—H. R. 2672) repealing reciprocal tonnage tax exemptions, which has passed the House of Representatives and remains in the Senate Committee on Commerce to be taken up at the next session.

The Bill H. R. 8038 for the protection of yacht owners and ship-builders of the United States, passed the House of Representatives and was favorably reported in the Senate.

The Bill extending the Act admitting the steamships "Paris" and "New York," which has not been acted upon.

The Bill providing for the examination of hulls, and licensing of masters of sail vessels over 700 tons is still pending. (**Appendix C⁹.**)

No action was taken on the Bill providing for free raw materials.

The Bill providing for registry of repaired wrecks was not acted upon.

The "Free Ship" Bill was defeated in the Senate, and the Compulsory Pilotage Bill in the House.

The "Elkins Bill" (S. 3232), which imposes a discriminating duty of ten per cent. on all goods imported in foreign vessels, was not acted upon.

C¹

Protest Against the Passage of Bills H. R. 1227 to 1233, inclusive.

TO THE HONORABLE THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES, IN CONGRESS ASSEMBLED:

The Philadelphia Maritime Exchange respectfully and most earnestly memorializes your Honorable Bodies against the passage of certain bills introduced to amend the Navigation Laws, to wit: H. R. 1227, 1228, 1229, 1230, 1231, 1232, 1233.

The Philadelphia Maritime Exchange memorialized your Honorable Bodies against the passage of similar bills introduced in the 53d Congress, believing their provisions then, as they do now, to be needless and uncalled for, as well as vexatious and harassing to Maritime Commerce, drawn in the interests of seamen alone, without regard for the just rights of Masters and Officers of Vessels, Ship Owners, Merchants or Underwriters of vessels and their Cargoes; subversive of needful discipline on board ship, calcu-

lated to place unbearable and unwarranted burdens on American Shipping, and for these reasons to be contrary to the interests of the country and public policy.

The Philadelphia Maritime Exchange therefore strongly deprecates the proposed legislation, and earnestly petitions your Honorable Bodies to strike out the enacting clause from each of said bills.

PHILADELPHIA, 20th January, 1896.

C²

Compulsory Pilotage Bill, S. 179.

Memorial Favoring the Abolition of Compulsory Pilotage on Coastwise Vessels.

TO THE HONORABLE THE SENATE AND HOUSE OF REPRESENTATIVES OF THE
UNITED STATES, IN CONGRESS ASSEMBLED :

The Philadelphia Maritime Exchange respectfully memorializes your Honorable Bodies in favor of the passage of Bill S. 179 "To remove discriminations against American sailing vessels in the coasting trade," believing that the abolition of the compulsory pilotage fees exacted from vessels in the coastwise trade, even when piloted by United States pilots, and the services of the State pilots are not rendered, will relieve such vessels from an unjust and burdensome tax, and thereby promote the interests of navigation and trade.

PHILADELPHIA, 20th January, 1896.

Re H. R. 2673.

Joint Memorial to Congress Urging the Removal of Discriminations Against American Sailing Vessels in the Coasting Trade.

Plea of The Maritime Association of the Port of New York, The Boston Chamber of Commerce, The Philadelphia Maritime Exchange, The Vessel Owners' and Captains' National Association, and The Vessel Owners' and Captains' Association of Philadelphia, in Conference Assembled, at the Maritime Exchange, New York, March 24th, 1896.

The undersigned, in Conference assembled, unite to urge the enactment of H. R. 2673, abolishing compulsory pilotage on coastwise sailing vessels throughout the United States.

For the following reasons :

1. It is the unanimous wish of owners of coastwise sailing tonnage throughout the United States, to be relieved of this onerous exaction.

Their plea is for justice—not for sympathy.

They claim the right granted all other trades and professions, to accept or refuse services offered. To compel them to accept or pay for the services of the first pilot who appears, is as absurd as to compel citizens to employ and pay the mechanic or professional man who offers his services.

2. Such piloting is against the public interest. The people of all sections are interested in cheapening transportation by removing from commerce unnecessary burdens, such as the imposition of compulsory coastwise pilotage.

3. It is unjust. It exacts payment for pilots' services neither needed nor in many cases rendered, and often impossible for them to perform.

4. It is purely a State imposition upon the interstate commerce of the United States. Coastwise pilotage is exacted only under the laws of nine States, against the interests of the people of thirty-five.

5. It discriminates, without reason, between classes of vessels. The law permits the master or mate of a steamer, duly licensed, to pilot her, but forbids the same man to pilot any vessel under sail.

6. It maintains a monopoly, inimical to the public interest. For the benefit of a few pilots of a few ports, it puts the vast coastwise commerce of the United States under contribution.

7. It is unnecessary. At enormous cost the United States has marked, buoyed, lighted and deepened every channel in every harbor, and published world-wide directions for entering and leaving it, so that the navigator may find his way into and out of port without a pilot. It is absurd to suppose American shipmasters incompetent to take their vessels to and from the sea.

8. It is the relic of a past age, before the advent of steam, and not adapted to present conditions; sailing vessels being now generally towed to and from sea, her pilot having no control over her movements.

9. The enactment of this measure will benefit rather than injure ports, attracting trade by reducing port charges, of which pilotage is the chief item.

10. The examination by United States' Inspectors of captains and mates before licensing them as pilots, and the licenses being annually renewable and revocable for cause, will tend to elevate the standard of their efficiency.

11. The decadence of our foreign-going merchant marine has left the coastwise fleet the only source from which to recruit our navy in war.

12. In every port where the exaction has been abrogated, the pilotage system has been maintained at the highest standard of efficiency.

13. The assertion that pilotage on foreign-going ships alone will not be sufficient for support, is disproved by the Report of the Committee on Merchant Marine and Fisheries, recommending the enactment of this measure. [See H. R. Report No. 848, pages 4 and 5.] It shows that in ports where coastwise pilotage is compulsory, the annual fees on ships to and from foreign ports, amount to \$555,899.

14. The exemption of vessels from pilotage when in tow of a tug, is promotive of greater safety, the tug being responsible for damage caused by negligence, and moreover having the power to control the movements of the vessel. The pilot is not so liable.

15. The cry of "Capital against labor" does not apply here. Coastwise sailing tonnage is generally held by small owners of small Maritime towns, in multiples of sixty-fourths. On the other hand Coastwise steamers, which for many years have been relieved from this tax, are in the main owned or controlled by powerful corporations—in many instances by railroads. Is it not simple justice that the large and industrious maritime class should be placed on the same footing with large and powerful corporations?

16. To illustrate practically the discrimination between sail and steam, a steamer will make say twenty trips a year between New York and Charleston, S. C., without being required to pay pilotage. On the other hand, the Schooner *Thomas A. Ward*, from January, 1895, to January, 1896, paid Charleston pilots \$1,298.23. In no instance was the service of the pilot asked for or required. Again, during 33 months the Schooner *Florence Randall* paid \$3,046 pilotage in ports of Georgia and South Carolina. In nearly every instance she was towed to and from sea.

17. In the "survival of the fittest" steam is steadily supplanting sail. But while it exists, we claim for it the removal of this unnecessary burden, which aggravates its decline.

18. The millions spent by the United States in deepening and improving harbors, increase pilotage fees by allowing a larger class of foreign vessels to enter. As shown by the House Committee Report on this measure (page 11), taking Savannah as an example, the rates now range from \$17.22 for 6 feet draft, to \$210 for 24 feet.

19. The owners and masters of coastwise vessels are practical and skillful men. It is impossible to suppose that they would unanimously advocate the repeal of compulsory pilotage, if such repeal increased the

dangers of navigation. For in the main their interests are not insured. It is significant that insurance policies impose no obligation on masters to take pilots, leaving the question entirely to their judgment.

For these conclusive reasons, we unite to ask the enactment of H. R. bill No. 2673.

NEW YORK, 24th March, 1896.

C³

An Act to amend an Act approved August 19th, 1890, entitled "An Act to adopt regulations for preventing collisions at sea."

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That article fifteen of the Act approved August nineteenth, eighteen hundred and ninety, entitled "An Act to adopt regulations for preventing collisions at sea," be amended to read as follows:

"ART. 15. All signals prescribed by this article for vessels under way shall be given:

"First. By 'steam vessels' on the whistle or siren.

"Second. By 'sailing vessels' and 'vessels towed' on the fog horn.

"The words 'prolonged blast' used in this article shall mean a blast of from four to six seconds duration.

"A steam vessel shall be provided with an efficient whistle or siren, sounded by steam or by some substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog horn, to be sounded by mechanical means, and also with an efficient bell. (In all cases where the rules require a bell to be used a drum may be substituted on board Turkish vessels, or a gong where such articles are used on board small seagoing vessels.) A sailing vessel of twenty tons gross tonnage or upward shall be provided with a similar fog horn and bell.

"In fog, mist, falling snow, or heavy rainstorms, whether by day or night, the signals described in this article shall be used as follows, namely:

"(a) A steam vessel having way upon her shall sound, at intervals of not more than two minutes, a prolonged blast.

"(b) A steam vessel under way, but stopped, and having no way upon her, shall sound, at intervals of not more than two minutes, two prolonged blasts, with an interval of about one second between.

“(c) A sailing vessel under way shall sound, at intervals of not more than one minute, when on the starboard tack, one blast; when on the port tack, two blasts in succession, and when with the wind abaft the beam, three blasts in succession.

“(d) A vessel when at anchor shall, at intervals of not more than one minute, ring the bell rapidly for about five seconds.

“(e) A vessel when towing, a vessel employed in laying or in picking up a telegraph cable, and a vessel under way, which is unable to get out of the way of an approaching vessel through being not under command, or unable to maneuver as required by the rules, shall, instead of the signals prescribed in subdivisions (a) and (c) of this article, at intervals of not more than two minutes, sound three blasts in succession, namely: One prolonged blast followed by two short blasts. A vessel towed may give this signal and she shall not give any other.

“Sailing vessels and boats of less than twenty tons gross tonnage shall not be obliged to give the above-mentioned signals, but, if they do not, they shall make some other efficient sound signal at intervals of not more than one minute.”

SEC. 2. That said Act of August nineteenth, eighteen hundred and ninety, as amended, shall take effect at a subsequent time to be fixed by the President by proclamation issued for that purpose.

Approved, June 10th, 1896.

C⁴

An Act to expedite the delivery of imported parcels and packages not exceeding five hundred dollars in value.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That articles, not merchandise intended for sale, not exceeding five hundred dollars in value, imported in packages not exceeding one hundred pounds in weight, in vessels of the United States, may be specially delivered to and appraised at the public stores, and the entry thereof liquidated by the collector under such regulations as the Secretary of the Treasury may prescribe, and after such appraisal and liquidation may be delivered, upon payment of the liquidated duties under the bond provided for in this Act, to express companies or other duly incorporated inland carriers bonded for the transportation of appraised or unappraised merchandise between the several ports in the United States: *Provided,* That not more than one such consignment to one ultimate consignee from the same consignor shall be imported in any one vessel: *And*

provided, That the original appraisement of and liquidation of duties on such importations shall be final against the owner, importer, agent, or consignee, except in the case of manifest clerical errors, as provided for in section twenty-four of the Act of June tenth, eighteen hundred and ninety: *Provided*, That nothing contained in this Act shall apply to explosives, or any article the importation of which is prohibited by law.

SEC. 2. That such express companies or other inland carriers shall be responsible to the United States under bond for the safe delivery of such articles to the ultimate consignee: *Provided*, That if any package shall not be delivered to the ultimate consignee by the express company or other inland carrier, and shall be returned to the collector of the port where such articles are entered under the provisions of this Act within ninety days from the date of importation intact, the collector shall take charge of such package and dispose of it as unclaimed merchandise, and the duties, including additional duties, if any, under section seven of the Act of June tenth, eighteen hundred and ninety, paid shall be refunded by the Secretary of the Treasury out of any moneys in the Treasury not otherwise appropriated; and the express company or other inland carriers shall be relieved of any liability therefor under its bond; and before any express company or other inland carrier shall be permitted to receive and transport any such articles they shall become bound to the United States in such bonds, in such form and amount, and with such conditions not inconsistent with law as the Secretary of the Treasury may require.

SEC. 3. That articles transported under the provisions of this Act shall be corded and sealed in such manner as shall from time to time be prescribed by the Secretary of the Treasury; and the collector of the port of first arrival shall retain in his office a permanent record of such merchandise so forwarded.

SEC. 4. That such packages may be consigned to and entered by the agents of the express company or other inland carrier or steamship company, who shall at the time of entry state the ultimate consignee, and in all cases where a certified or other invoice is now required by law such invoice may be attached to or inclosed in the package, under such regulations as the Secretary of the Treasury may prescribe; and the delivery of such articles to the express company or other inland carrier shall not be delayed because of the nonarrival of the triplicate invoice, but the ultimate consignee shall be liable for any increased duty found due on reliquidation, if any, after receipt of said merchandise from the express company or other inland carrier or steamship company making entry under this Act; and the provisions of section twenty-eight hundred and fifty seven, Revised Statutes, shall not apply to importations under this Act.

Approved, June 8, 1896.

C⁵

An Act to amend Section 2880 of the Revised Statutes of the United States, fixing time for vessels to unlade.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, That section twenty-eight hundred and eighty of the Revised Statutes of the United States be amended so as to read as follows :

"SEC. 2880. Whenever any merchandise shall be imported into any port of the United States from any foreign port, in any vessel, at the expiration of ten working days if the vessel is less than five hundred tons register, and within fifteen working days if it is of five hundred tons register and less than one thousand, and within twenty working days if it is of one thousand tons register and less than fifteen hundred, and within twenty-five working days if it is of fifteen hundred tons register and upward, not including legal holidays and days when the condition of the weather prevents the unlading of the vessel with safety to its cargo, after the time within which the report of the master of any vessel is required to be made to the collector of the district, if there is found any merchandise other than has been reported for some other district or some foreign port, the collector shall take possession thereof; but with the consent of the owner or consignee of any merchandise, or with the consent of the owner or master of the vessel in which the same may be imported, the merchandise may be taken possession of by the collector after one day's notice to the collector of the district. All merchandise so taken shall be delivered pursuant to the order of the collector of the district, for which a certificate or receipt shall be granted."

Approved, May 9th, 1896.

C⁶

An Act to amend section fifty-two hundred and ninety-four of the Revised Statutes of the United States relative to the power of the Secretary of the Treasury to remit or mitigate penalties, and forfeitures, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section fifty-two hundred and ninety-four of the Revised Statutes of the United States, approved December fifteenth, eighteen hundred and ninety-four be, and the same is hereby, amended so as to read as follows :

"SEC. 5294. The Secretary of the Treasury may, upon application therefor, remit or mitigate any fine, penalty, or forfeiture provided for in law relating to vessels or discontinue any prosecution to recover penalties or relating to forfeitures denounced in such law, excepting the penalty of imprisonment or of removal from office, upon such terms as he, in his discretion, shall think proper; and all rights granted to informers by such laws shall be held subject to the Secretary's powers of remission, except in cases where the claims of any informer to the share of any penalty shall have been determined by a court of competent jurisdiction prior to the application for the remission of the penalty or forfeiture; and the Secretary shall have authority to ascertain the facts upon all such applications in such manner and under such regulations as he may deem proper."

Approved, March 2, 1896.

C⁷

An Act to Provide for the Safety of Passengers on Excursion Steamers.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in order to provide for the safety of passengers on excursion steamers, yachts, oarsmen and all craft, whether as observers or participants, taking part in regattas, amateur or professional, that may hereafter be held on navigable waters, the Secretary of the Treasury be, and he is hereby, authorized and empowered in his discretion to detail revenue cutters to enforce such rules and regulations as may be adopted to insure the safety of passengers on said excursion steamers, yachts, oarsmen and all craft, whether as observers or participants, taking part in such regattas.

Approved, May 19th, 1896.

C⁸

An Act to amend section forty-one hundred and thirty-one of the Revised Statutes of the United States, to improve the merchant- marine engineer service and thereby also to increase the efficiency of the Naval Reserve, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section forty-one hundred

and thirty-one of the Revised Statutes of the United States be amended so as to read as follows:

"SEC. 4131. Vessels registered pursuant to law and no others, except such as shall be duly qualified according to law for carrying on the coasting or fishing trade, shall be deemed vessels of the United States, and entitled to the benefits and privileges appertaining to such vessels; but no such vessel shall enjoy such benefits and privileges longer than it shall continue to be wholly owned by a citizen or citizens of the United States or a corporation created under the laws of any of the States thereof, and be commanded by a citizen of the United States. And all the officers of vessels of the United States who shall have charge of a watch, including pilots, shall in all cases be citizens of the United States. The word "officers" shall include the chief engineer and each assistant engineer in charge of a watch on vessels propelled wholly or in part by steam; and after the first day of January, eighteen hundred and ninety-seven, no person shall be qualified to hold a license as a commander or watch officer of a merchant vessel of the United States who is not a native-born citizen, or whose naturalization as a citizen shall not have been fully completed."

SEC. 2. That all licenses issued to such officers shall be for a term of five years, but the holder of a license may have the same renewed for another five years at any time before its expiration: *Provided, however,* That any officer holding a license, and who is engaged in a service which necessitates his continuous absence from the United States, may make application in writing for one renewal and transmit the same to the board of local inspectors with a statement of the applicant verified before a consul, or other officer of the United States authorized to administer an oath, setting forth the reasons for not appearing in person; and upon receiving the same the board of local inspectors that originally issued such license shall renew the same for one additional term of such license, and shall notify the applicant of such renewal. And in all cases where the issue is the suspension or revocation of such licenses, whether before the local boards of inspectors as provided for in section forty-four hundred and fifty of the Revised Statutes, or before the supervising inspector as provided for in section forty-four hundred and fifty-two of the Revised Statutes, the accused shall be allowed to appear by counsel and to testify in his own behalf.

No master, mate, pilot or engineer of steam vessels licensed under title fifty-two of the Revised Statutes shall be liable to draft in time of War, except for the performance of duties such as required by his license; and, while performing such duties in the service of the United States, every such master, mate, pilot, or engineer shall be entitled to the highest rate of wages paid in the merchant marine of the United States for similar services; and,

if killed or wounded while performing such duties under the United States, they, or their heirs, or their legal representatives shall be entitled to all the privileges accorded to soldiers and sailors serving in the Army and Navy, under the pension laws of the United States.

SEC. 3. That all laws or parts of laws in conflict with this Act are hereby repealed. But this shall not be construed to modify or repeal that provision of the Act of June twenty-sixth, eighteen hundred and eighty-four, which reads as follows: "In cases where on a foreign voyage, or on a voyage from an Atlantic to a Pacific port of the United States, any such vessel is for any reason deprived of the services of an officer below the grade of master, his place, or a vacancy caused by the promotion of another officer to such place, may be supplied by a person not a citizen of the United States until the first return of such vessel to its home port; and such vessel shall not be liable to any penalty or penal tax for such employment of an alien officer."

Approved, May 28th, 1896.

C⁹

Memorial Favoring the Licensing of Masters and Chief Mates of Sail Vessels over 700 tons, as provided in Senate Bill 180.

TO THE HONORABLE THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES, IN CONGRESS ASSEMBLED:

This memorial of The Philadelphia Maritime Exchange respectfully represents to your Honorable Bodies that Senate Bill 180 makes a wise and necessary provision for the licensing of Masters and Chief Mates of sail vessels over seven hundred tons, and favors its enactment. In the opinion of The Philadelphia Maritime Exchange the passage of this Bill will tend to insure the efficiency of officers, and afford greater security to life and property.

PHILADELPHIA, 20th January, 1896.

APPENDIX D.

North Atlantic Winter Load Line.

Correspondence Between The Philadelphia Maritime Exchange and the Board of Trade, London.

THE PHILADELPHIA MARITIME EXCHANGE.

PHILADELPHIA, February 3d, 1893.

THE HONORABLE, THE SECRETARY BOARD OF TRADE, WHITEHALL, LONDON:
Sir:

I have the honor to enclose herewith an official copy of a resolution unanimously adopted by the Board of Directors of The Philadelphia Maritime Exchange on 23d of January, 1893, concerning the regulations of your Honorable Board promulgated in 1890, governing the winter freeboard of steamers in the North Atlantic trade.

Your obedient servant,

(Signed) E. R. SHARWOOD,

Secretary.

THE PHILADELPHIA MARITIME EXCHANGE.

THE HONORABLE, THE BOARD OF TRADE, WHITEHALL, LONDON:

At the regular monthly meeting of the Board of Directors of The Philadelphia Maritime Exchange, held January 23, 1893, it was, on motion, unanimously

Resolved, That the Honorable, the British Board of Trade be respectfully asked to amend the Rule promulgated in 1890 by said Honorable Board, providing for the winter freeboard of steamers in the North Atlantic trades, so as to make the winter North Atlantic Load Line apply to all ports "North of Hatteras," instead of ports "North of and including Baltimore."

So that the rule as amended may read as follows:

"The additional freeboard specified for the North Atlantic trades is to apply to vessels sailing to or from the Mediterranean or any British or

European port, and which may sail to or from, or call at ports in British North America or eastern ports in the United States north of Hatteras, from October to March inclusive."

(Signed) GEO. E. EARNSHAW,
President.

Attest :

(Signed) E. R. SHARWOOD,
Secretary.

PHILADELPHIA, 1st February, 1893.

M. 2866.

BOARD OF TRADE, (MARINE DEPARTMENT.)

LONDON, S. W., 18th February, 1893.

Sir :

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 3d instant, inclosing an official copy of a Resolution unanimously adopted by the Board of Directors of The Philadelphia Maritime Exchange asking for the amendment of the Rule made by this Board under the provisions of the Merchant Shipping (Load-Line) Act 1890, as to the winter freeboard of steamers in the North Atlantic trades.

In reply I am to state, for the information of the Board of Directors, that the question of altering the rule is at present under consideration, but it is improbable that it will be made to include ports so far south as Hatteras.

I am, Sir,

Your obedient servant,

(Signed) GEORGE J. SWANSTON.

The Secretary, The Philadelphia Maritime Exchange, Philadelphia.

THE PHILADELPHIA MARITIME EXCHANGE.

PHILADELPHIA, March 7th, 1893.

THE ASSISTANT SECRETARY, (MARINE DEPARTMENT,) BOARD OF TRADE,
LONDON, S. W. :

Sir :

I am directed by the Board of Directors of this Exchange to acknowledge receipt of your valued communication of February 18th (M 2866), and to state for your information that the term "North of Hat-

teras" used in the resolutions of our board addressed to the Board of Trade on January 23d was used simply as a commercial term, vessels being frequently chartered for ports "North of Hatteras." There being no ports between Cape Henry and Cape Hatteras, the term would simply express ports north of and including Norfolk, Va.

This Exchange has the honor to submit to your department that all vessels proceeding to sea through the same Capes should be subject to similar rules and regulations.

I am, Sir,

Your obedient servant,

(Signed) E. R. SHARWOOD,

Secretary.

M. 4896.

BOARD OF TRADE, (MARINE DEPARTMENT.)

LONDON, S. W., 1st April, 1893.

Sir:

I am directed by the Board of Trade to acknowledge the receipt of your letter of the 7th ultimo, explaining the term "North of Hatteras," and submitting that all vessels proceeding to sea through the same Capes should be subject to similar rules and regulations.

In reply, I am to enclose, for the information of the Board of Directors of The Philadelphia Maritime Exchange, a copy of a minute recently made on the subject by the Board of Trade.

I am, Sir,

Your obedient servant,

(Signed) GEORGE J. SWANSTON.

The Secretary, The Philadelphia Maritime Exchange, Philadelphia, U. S. A.

MINUTE.

The Board of Trade, under and pursuant to the power conferred upon them by the Merchant Shipping Act, 1890, hereby sanction the following modifications in the Tables framed by the Load-Line Committee, and referred to in the said Act, and in the application thereof, namely: That in the notes to pages 22 to 40, inclusive, and 43 to 49, inclusive, of the said Tables, the words "the entrance to which from the sea, or the entrance from the sea to the estuary or river on which such ports may be

situated, is north of $37^{\circ} 30'$ north latitude," shall be substituted for the words "north of and including Baltimore."

This modification shall take effect as from the 1st day of April, 1893.

(Signed) A. J. MUNDELLA.

6th day of March, 1893.

**Correspondence Between The Philadelphia Maritime Exchange
and the British Consul at Philadelphia.**

PHILADELPHIA, February 10th, 1896.

CAPTAIN R. C. CLIPPERTON,

H. B. M. Consul, Philadelphia.

Sir :

North Atlantic Winter Freeboard.

The Philadelphia Maritime Exchange, representing the maritime interests of this port, respectfully solicits your good offices in securing from the British Board of Trade a reconsideration of the modifications in the regulations contained in the Tables of Freeboard (L.L. 11) sanctioned by the Board of Trade on March 6th, 1893, to take effect as from April 1st, 1893. The regulations referred to are those framed by the Load Line Committee regarding ports on the North Atlantic for which vessels require an additional freeboard in the winter months, and were issued in August, 1890.

The facts of the case are briefly these : The regulations issued August, 1890, made the North Atlantic Winter Load Line apply, in the winter months, to vessels sailing from ports "north of and including Baltimore." This permitted vessels loading at Norfolk or Newport News to use the *Winter* load line, while vessels loading at Baltimore were restricted to the use of the *North Atlantic Winter* load line. The entrance to the sea from these three ports is between Cape Henry and Cape Charles—the capes of the Chesapeake.

The difference between "winter" and "North Atlantic winter" load line in a vessel, of say, 3000 tons deadweight capacity, is from four and a half to six inches, according to model, equivalent to 100 or 150 tons.

Vessels could therefore load from three to five per cent. more cargo from Norfolk or Newport News, than from Baltimore, Philadelphia or New York, the course across the ocean from all these ports being practically the same.

There appearing to be no sufficient and valid reason why all our North Atlantic ports should not be treated equally, this Exchange, on January 23d, 1893, adopted a memorial to the British Board of Trade, asking that the regulation be made to apply to ports "North of Hatteras," instead of "north of and including Baltimore."

The words "North of Hatteras" were used advisedly, that being a trade term used every day in charter parties, and expresses the same limitation as the words "North of Cape Henry," there being no port between Hatteras and Cape Henry.

The decision arrived at by the Board of Trade was communicated officially to this Exchange in a letter, dated April 1st, 1893, reading as follows:

"* * * * * In reply, I am to enclose, for the information of the Board of Directors of The Philadelphia Maritime Exchange, a copy of a minute recently made on the subject by the Board of Trade."

The minute referred to, which went into effect on April 1st, 1893, in place of the words "north of and including Baltimore," substituted the following: "The entrance to which from the sea, or the entrance from the sea to the estuary or river on which such ports may be situated, is north of 37° 30' north latitude."

The effect of this change is to put Baltimore on the same footing as Norfolk and Newport News, and thus increase the discriminating influence against the trade of Philadelphia and New York, instead of abolishing it, as asked by this Exchange, which respectfully submits that, as the course across the ocean taken by vessels leaving the Chesapeake Capes, the Delaware Capes or Sandy Hook is practically the same, the load line should also be the same.

The dividing line, 37° 30' north latitude, is purely arbitrary, as no mariner would claim that the sea and weather are less dangerous off the Chesapeake Capes than off the Delaware Capes. The real dividing line between *southern* and *northern weather* is at Cape Hatteras.

As there must be a dividing line somewhere, and that line is necessarily an arbitrary one, it seems desirable that it should be drawn on the coast below Cape Henry, south of which point Wilmington, N. C., is the nearest port, and not, as at present, so as to divide the North Atlantic ports within the Capes of the Chesapeake from those farther north.

Cape Hatteras is not only the natural dividing line, as regards weather, but also divides South Atlantic from North Atlantic ports.

The new regulation has now been in force nearly three years—ample time to test its effect, which has been to give Baltimore brokers the prefer-

ence in effecting charters, to the serious detriment of this port and to an extent that causes our brokers to cry aloud for relief.

The trade of our port being seriously threatened, this Exchange asks your good offices to secure the removal of the discrimination complained of, feeling that safety of life and property will be promoted by making the same load line apply to all Atlantic ports in the United States "North of Hatteras."

For your information I enclose copy of our correspondence with the Board of Trade.

Yours respectfully,

(Signed) GEO. E. EARNSHAW,
President.

BRITISH CONSULATE.

PHILADELPHIA, February 25th, 1896.

GEO. E. EARNSHAW, ESQ.,

President, The Philadelphia Maritime Exchange.

Sir :

I beg to acknowledge the receipt of your letter of the 10th inst., and enclosures relating to the Load Line for vessels as at present in force for ports on the North Atlantic and to inform you that I have forwarded the same, strongly recommending the alterations suggested by you therein, to the Assistant Secretary, Marine Dept., Board of Trade, London, under Flying Seal to the Foreign Office.

I am, Sir,

Your obedient servant,

(Signed) ROBT. CHAS. CLIPPERTON,
H. M's Consul.

BRITISH CONSULATE.

PHILADELPHIA, July 20th, 1896.

THE SECRETARY, THE PHILADELPHIA MARITIME EXCHANGE.

Dear Sir :

With reference to your letter of February last, relating to the Regulations of the North Atlantic Winter Load Line, I beg to enclose herewith a

letter which I have this day received from the Board of Trade, and to inform you that the Board are of the opinion that it would not be desirable at the present time to make any alterations in the application of the Regulations in question.

I am, Sir,

Your obedient servant,

(Signed) ROBT. CHAS. CLIPPERTON,

H. M's. Consul.

BOARD OF TRADE (MARINE DEPARTMENT).

LONDON, S. W., July 8th, 1896.

Sir :

With reference to your letter of February 25th transmitting a copy of a letter from the President of The Maritime Exchange of Philadelphia respecting the exclusion of the ports of Baltimore, Newport News and Norfolk from the application of the winter North Atlantic Freeboard Regulations, I am directed by the Board of Trade to state for your information that they have been in communication with the various Register Societies and with representative Ship-owners' Associations regarding the matter, and after careful consideration of the representations made to them and of all the circumstances, the Board are of the opinion that it would not be desirable at the present time to make any alteration in the application of the Regulations in question.

I am, Sir,

Your obedient servant,

(Signed) INGRAM B. WALKER.

Her Britannic Majesty's Consul, Philadelphia.

APPENDIX E.

Consular Reform.

TO THE HONORABLE THE SECRETARY OF STATE, WASHINGTON, D. C. :

At a meeting of the Board of Directors of The Philadelphia Maritime Exchange, held the 30th day of September, 1895, the following preamble and resolution were unanimously adopted :

WHEREAS, The Philadelphia Maritime Exchange, by memorial to the President on March 1st, 1895, placed itself on record "as being in favor of the selection of Consular Officers for special fitness, their promotion for efficiency, and their retention in office under Civil Service regulations;" and

WHEREAS, The President, by order dated September 20th, 1895, has placed all grades of the Consular Service with a compensation between one thousand dollars (\$1,000) and two thousand five hundred dollars (\$2,500) per annum, under a modified Civil Service which provides for class, but not competitive, examinations; therefore, be it, and it is hereby

Resolved, That The Philadelphia Maritime Exchange considers the President's order an important step in the direction of Consular Reform, and trusts that his initiative will be followed by Congress enacting such a law as will bring about that complete reform and improvement of the Consular Service which are universally conceded to be desirable; be it further

Resolved, That a copy of these resolutions be sent to the President and to the Secretary of State.

PHILADELPHIA, September 30th, 1895.

APPENDIX F.

Harbor of Refuge Near Hatteras.

At a meeting of the Board of Directors of The Philadelphia Maritime Exchange, held the 25th day of November, 1895, the following petition was ordered to be sent to the Honorable the Senate and House of Representatives of the Congress of the United States:

The Philadelphia Maritime Exchange respectfully represents to the Congress of the United States the importance of a Harbor of Refuge near Cape Lookout, or at some point south of and near Cape Hatteras.

It further respectfully asks the Congress to provide for the construction of such a harbor, if, upon examination and report by the proper authorities, it shall be found feasible.

PHILADELPHIA, 25th November, 1895.

APPENDIX G.

Resolution Favoring Appropriations for Coast Defences.

TO THE HONORABLE THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES, IN CONGRESS ASSEMBLED :

At a special meeting of the Board of Directors of The Philadelphia Maritime Exchange, held on the 20th day of January, 1896, it was, on motion, unanimously

Resolved, That The Philadelphia Maritime Exchange earnestly appeals to the prudence and patriotism of Senators and Representatives in Congress, and respectfully asks that such liberal appropriations be made from time to time as will enable the general scheme of Coast Defenses to be completed without unnecessary delay ; and be it further

Resolved, That a copy of this memorial be sent to each member of the Senate and of the House of Representatives of the United States.

PHILADELPHIA, 20th January, 1896.

APPENDIX H.

Pilotage Between Philadelphia and Wilmington, Del.

Board of Wardens for the Port of Philadelphia.

PHILADELPHIA, June 18, 1895.

E. R. SHARWOOD, ESQ.,

Secretary The Philadelphia Maritime Exchange.

Sir :

Your communication of April 5th last, inquiring whether pilotage is compulsory on vessels moving between Philadelphia and Wilmington, Delaware, has been carefully considered and all the laws of the State of Pennsylvania bearing upon the subject have been examined.

The Act of March 24th, 1851, makes it clear that pilotage is only compulsory upon vessels arriving from or bound to any foreign port or place "or bound to any port not within the river Delaware."

This Act has been amended by subsequent legislation but there is nothing appearing in later statutes that can be constructed to modify the portion of the law which exempts vessels from the necessity of taking a pilot when moving between ports or places "within the river Delaware."

Very truly yours,

(Signed) GEO. F. SPROULE,

Secretary.

APPENDIX J.

The Pennsylvania State Quarantine Station for the Port of Philadelphia, Marcus Hook, Delaware County, Pennsylvania.

In accordance with the provisions of the law of 1893, establishing a State Quarantine Board for the Port of Philadelphia, the Board was required to vacate the property known as the Lazaretto, the old and historic Quarantine Station of the Board of Health of Philadelphia, on the first day of July, 1895. The Legislature of 1895, however, extended the limit of occupancy until October 1st of that year, and made a modest appropriation for the acquirement by purchase or lease of a new property, and for the erection of buildings thereon. It was at once evident to the Board that with the means at its command it would be impossible to erect new buildings. It therefore, after careful inspection and survey of the shores of the Delaware below the city of Chester, decided to lease a property adjoining the old borough of Marcus Hook, on which there were already substantial buildings. Being directly on the State line, the Board is thus enabled to protect all the ports on the Delaware within the territory of the State. The site is twenty miles below Philadelphia and ten miles below that of the old station commanding an uninterrupted view for probably fifteen miles down the river. The property comprises about seven acres with a river front, securely bulkheaded with stone and heavy timber, of five hundred feet. The shore is bold and the soil a clean gravel, free from marsh. The Board has constructed, at an expense of \$3,000, a substantial and handsome pier five hundred feet in length out to twelve feet of water at low tide, and terminating in a strongly built wharf, fifty feet square, on which stands a pavilion of 20 x 25 feet in area with a flag pole one hundred feet high. As the main

channel comes well over to the Pennsylvania side at this point, the visits to vessels are accomplished in much less time than from the old station. The boat at present in use is a steam tug altered to suit the requirements of the service. There are three comfortable residences on the grounds which latter are tastefully laid out and shaded by fine old trees. The central building, opposite the head of the pier, is set apart as the Administration Building, and also contains accommodations for the Captain of the boat. The residences on either side are occupied by the Deputy Quarantine Physicians. There are also three good barns and stables on the place. Telegraphic communication with the city office in Philadelphia is maintained during the day through The Philadelphia Maritime Exchange Station, immediately adjoining. During the night the general office at Linwood is used. Personal communication can be had with Philadelphia by the trains of the Philadelphia, Wilmington & Baltimore Railroad and of the Baltimore & Ohio Railroad, at frequent intervals and within forty-five minutes.

The service is for the present one of observation or "inspection" only, there being no provision for detention or disinfection. If sickness of a communicable nature is discovered on a vessel, or if circumstances lead to the suspicion that the vessel is herself infected, she is simply remanded to the Federal Quarantine down the Bay. The Executive Officer of the station is the Quarantine Physician, Dr. Henry C. Boenning. The Deputy Physicians residing at the station are Dr. Alfred R. Seymour and Dr. J. M. D. Ward.

The members of the State Quarantine Board are recorded on page 80.

APPENDIX K.

Memorial Favoring the Passage of the Torrey Bankruptcy Bill. (S. 42 and H. R. 13.)

TO THE HONORABLE THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES, IN CONGRESS ASSEMBLED :

The Philadelphia Maritime Exchange respectfully memorializes your Honorable Bodies in favor of the passage of the "Torrey Bankruptcy Bill" (S. No. 42, H. R. No. 13), believing that the Commercial interests of the entire country would be greatly benefited by the enactment of an equitable National Bankruptcy Law providing for both voluntary and involuntary bankruptcy, and applying alike to individuals, firms and corporations.

The Philadelphia Maritime Exchange re-affirms its approval of the "Torrey Bill," considering it the most satisfactory bankruptcy bill yet introduced in Congress.

PHILADELPHIA, 23d March, 1896.

APPENDIX L.

"Parlor Car" Pilots.

Petition of Thirty-Seven (37) Pennsylvania Pilots in Favor of the Promulgation of Regulations Governing the Piloting of Vessels from Neighboring Ports.

TO THE PRESIDENT AND MEMBERS OF THE BOARD OF WARDENS FOR THE
PORT OF PHILADELPHIA :

We, the undersigned Pennsylvania pilots, respectfully petition your Board to adopt the following :

No pilot shall go by vessel or otherwise to any neighboring or foreign port for the purpose of boarding or piloting any vessel bound for the Port of Philadelphia, nor shall any pilot offer in any neighboring or foreign port, or the waters adjacent thereto, to pilot any vessel to the Port of Philadelphia, under penalty of forfeiture of his license.

Whenever the services of a pilot are required from any port to pilot any vessel to the Port of Philadelphia, application must be made to the pilot agent by the master, owner or consignee, and each boat shall have a regular turn for such vessels, beginning with No. 1 and following in rotation.

Provided the pilot having the turn to go for such vessel is objectionable to merchant, owner, consignee or captain, with a reasonable excuse they will be allowed to apply to the second boat, but they shall go no further; and any merchant, owner, consignee or captain applying for a pilot they shall pay the pilot's expenses.

Any pilot boarding a vessel out of any boat except a pilot boat shall forfeit the inward and outward pilotage to the first boat that signals him, and if no pilot boat signals him he shall claim the vessel.

These resolutions to take effect when the Delaware Commissioners pass the same.

(Signed by 37 Pennsylvania pilots.)

**Pilotage Regulations, Adopted by the Board of Wardens,
September 2d, 1895.**

1st. No pilot, excepting as hereinafter provided, shall go to any United States or foreign port to board or pilot any vessel bound to the Delaware Breakwater, the Port of Philadelphia, or any port on the Delaware River or Bay; nor shall any pilot offer in any United States or foreign port or waters adjacent thereto to pilot any vessel to the Delaware Breakwater or the above-mentioned ports, under penalty of suspension.

2d. Whenever a pilot shall be required to go to any United States or foreign port to pilot any vessel to the Delaware Breakwater, the Port of Philadelphia, or any port in the Delaware River or Bay, the captain, owner, agent or consignee of said vessel shall apply to the pilots' office and a pilot shall be furnished to be taken in rotation from the various pilot boats; first, from Pennsylvania Boat No. 1; second, Delaware Boat No. 1; third, Pennsylvania Boat No. 2; fourth, Delaware Boat No. 2, and thus continuing until every boat has had her turn in furnishing a pilot for this service. Should any boat's company be unavailable, the pilot shall be taken from the next boat in rotation. The ordinary travelling expenses of the pilot shall be paid by the vessel. Provided, That if the pilot having the turn to go is objected to for a good reason by the captain, owner, agent or consignee, another of his boat's company may be taken, and if the whole boat's company is objected to, application can be made to the next boat in rotation, but no further.

3d. No pilot shall board a vessel from a steamboat or any vessel other than a pilot boat when there is a pilot boat in sight. If there is no pilot boat in sight, the pilot may board the vessel, but shall set a pilot's signal immediately and keep it set until Cape Henlopen bears southwest (S. W.), and shall surrender the vessel to the first pilot boat speaking him outside of that range. A flag by day or a torch by night shall be considered a pilot boat's signal for speaking a vessel. In case a vessel comes to the Breakwater for orders and discharges her pilot, subsequently receiving her orders to Philadelphia, and then takes another pilot, he shall be permitted, if necessary, to take charge of the vessel from the Breakwater.

These resolutions to go into effect October 1st, 1895.

APPENDIX M.

Tidal Indicator at Reedy Island.

Notice to Mariners.

The position of the TIDAL INDICATOR established January 1st, 1896, on the northern end of the ice breaker at Reedy Island Quarantine Station is shown on the charts.

The Indicator appears as a large semicircle painted white, and faces up stream. The inner edge of the semicircle is divided into spaces by heavy black lines representing feet and half-feet. The longer of these division lines are numbered by figures in black,

A pointer, actuated by the rise and fall of the tide, turning about the centre of the circle, sweeps along the inner edge of the graduations and indicates, at any moment, the number of feet of water above or below the plane of reference (mean low water) to which soundings on the chart are reduced. The minus sign, shown near the left edge of the Indicator, indicates the number of feet below the plane of reference.

An arrowhead, placed in the centre of the disk, is made to point up while the tide is rising and down while it is falling. A glance at the Indicator will enable the navigator to tell the height of the tide, whether above or below mean low water, and whether it be rising or falling.

The division lines, figures, pointer and arrowhead can readily be seen at the distance of about a mile with the aid of an ordinary marine glass.

The ebb and flood currents in the vicinity continue to flow for quite a period after the water has begun to rise or fall. The arrowhead indicates whether the water is actually rising or falling, regardless of the direction in which the current may be running at the time.

The tide tables, published annually by this office, give the times and heights of the tides for each day, but these may be greatly modified by meteorological disturbances that cannot be foreseen and cannot enter as elements in the calculation of the tables. The predictions taken from the tide tables may not, therefore, represent the actual condition of the tides. The Tidal Indicator, however, shows the actual state of the tide at all times.

Outward-bound vessels, when about a mile above, should be able to read the Indicator with the aid of an ordinary marine glass, observe the stage of tide, and note whether it be rising or falling.

Should it be found that a vessel is too deeply laden to cross Baker Shoal at the stage of tide indicated, she will have sufficient time to anchor before the Indicator is reached, and be in a position from which it may be watched until it shows that the shoal may be safely passed.

This affects Chart 125.

W. W. DUFFIELD,
Sup't U. S. C. and G. Survey.

UNITED STATES COAST AND GEODETIC SURVEY OFFICE,
WASHINGTON, D. C., January 27th, 1896.

APPENDIX N.

Wreck S. S. "Brinkburn."

DEPARTMENT OF THE NAVY (BUREAU OF NAVIGATION).

WASHINGTON, D. C., July 6th, 1896.

MR. E. R. SHARWOOD,

Secretary The Philadelphia Maritime Exchange, Philadelphia, Pa.

Sir:

The wreck of the "Brinkburn" has been destroyed, and I forward for your information quotations from the report of the Commanding Officer of the U. S. Str. "Fern." Your attention is called to the latter portion of paragraph 6.

Very respectfully,
(Signed) F. A. COOK,
Acting Chief of Bureau.

U. S. STEAMER "FERN."

NAVY YARD, NEW YORK, July 3d, 1896.

Sir:

* * * * *

2. Examination of the shoal, to the westward of the Can Buoy, developed the fact that all remaining of the "Brinkburn" was an irregular

mass of wreckage with 10 to 15 feet of water over it, with 15 feet to 3 fathoms on shoal in vicinity.

* * * * *

4. * * * * * The ground was sounded over and nothing less than three fathoms found.

5. The Steamer "Brinkburn" is no longer an obstacle to navigation, but the shoal itself is an obstruction. It is of hard gray and white sand in which is imbedded the wrecks with 15 feet of water at mean low water (probably 13 at low water springs).

6. The wreck of the iron bark "Siam" is about 50 yards from the position of the "Brinkburn," to the westward, with bow to the north; her jibboom showing above water, her other spars are broken off and floating attached to the wreck; her bow is about 9 feet under water and inclined to port. She is broken up and the after part is imbedded in the sand with 16 to 18 feet of water over it, with 16 to 21 feet alongside. She is working down in the sand and with the first fall gales will be in same condition as the "Brinkburn." There is no reason to doubt that she would have been a total wreck in any case, as it is the shoal, not the wrecks, that is dangerous and should be carefully avoided. The shoal is well marked and buoyed on chart and no stranger should ever go in vicinity.

* * * * *

Very respectfully,

(Signed) H. B. MANSFIELD,

Lt. Comdr., U. S. Navy.

Commander-in-Chief North Atlantic Station.

LIST OF MEMBERS

The Philadelphia Maritime Exchange.

1896.

A

<i>No. of Cert.</i>	<i>Name.</i>	<i>Firm.</i>	<i>Business.</i>	<i>Address.</i>
20	ADMIRALTY SURVEYORS, Board of.....	Surveyors	216½ Walnut st.	
519	ALI, GEO. D.....	with Gust Heye.....	Petroleum.....	328 Chestnut st.
486	ALLAN, H. & A.....	"Allan Line.".....	Steamship Agents.....	421 Chestnut st.
635	ALLOWAY, C. H.....	{ with The Morrisdale Coal Co..... }	Coal.....	228 S. Fourth st.
408	AMERICAN DREDGING CO.....		Dredging.....	234 Walnut st.
497	ARNOLD, H. Y.....		Petroleum.....	319 Walnut st.
296	ATLANTIC REFINING CO.....		Petroleum.....	328 Chestnut st.

B

515	BAILEY, E. H. & CO.....	Custom House Bro- kers	406 Library st.
25	BAILEY, JOHN T., & CO.....	Cordage.....	505-8 Bourse Building.
595	BAILEY, SAMUEL T.....	Mgr. Pilot Boat "Edmunds"	140 S. Third st.
460	BAIRD, JOHN, & SONS.....	Marble.....	214 S. 24th st.
240	BAIZLEY, JOHN	Machinist.....	510 S. Delaware ave.
326	BALTIMORE & OHIO R.R. CO..		Baltimore, Md.
304	BALTIMORE & PHILADEL- PHIA STEAMBOAT CO.....	{ "Ericsson Line"	28 S. Delaware ave.
149	BANK OF NORTH AMERICA..		305 Chestnut st.
571	BANKS, R. G., & CO.....	Towing.....	228 Dock st.
518	BARKER & McCALL.....	Insurance.....	209 South Third st.
678	BARTOL, GEO. E., & CO.....	Export and Com- mission.....	{ 4th Floor N. E. Cor. Bourse Building.
603	BALL, JOSEPH A.....	{ Spreckles' Sugar Refin- ing Company..... }	Stock Exchange Place.
601	BARRATT, WM. C.....	with Earn-Line S. S. Co..	1006-11 Girard Bldg.
604	BARRETT, L. D.....	Surveyor "Ameri- can Record".....	{ 216½ Walnut st.
426	BAUGH & SONS COMPANY...	Fertilizers	20 S. Delaware ave.
624	BAYMORE, B.....	with David Baird	Spar-maker.....Camden, N. J.

<i>No. of Cert.</i>	<i>Name.</i>	<i>Firm.</i>	<i>Business.</i>	<i>Address.</i>
614	BECK, JACOB B.....		Waterman.....	518 Penn st.
682	BELL TELEPHONE CO. OF } PHILA., THE..... }			406 Market st.
621	BENSON, THOMAS.....	with Harlan & Hollings- worth Company.....	Ship Yard.....	Wilmington, Del.
503	BERNARD, WM. F.....	Uhler Transportation Line.		Pier 76, N. Wharves.
363	BERWIND—WHITE COAL, } MINING CO..... }		Coal.....	305 Betz Bldg.
454	BIDDLE, THOS. A., & CO.....		Bankers.....	326 Walnut St.
308	BIDDLE & WARD.....		Lawyers.....	505 Chestnut st.
605	BIRD, H. E.....	with Alfred Tucker & Co...	Coal.....	Harrison Building.
698	BLACK, CHAPMAN F.....		Towing.....	335 Wharton st.
561	BLACKBURN, S. P., & CO.....		Ship Supplies.....	129 S. Second st.
31	BONEY, MORRIS.....		Stevedore.....	208 Walnut st.
581	BOSSHARDT & WILSON CO ...		Petroleum.....	212 S. Third st.
532	BOSTON & PHILA. S. S. CO.....	"Winsor Line".....		338 S. Delaware av.
505	BOSTON TOW BOAT CO.....	J. A. Dinning, Agent.....	Towing.....	420 Walnut st.
718	BOWDEN, N., & SONS.....		Stevedores.....	217 Lodge st.
729	BOWNE, W. B.....		Ship Broker.....	12 Merchants' Exchange
688	BOWKER, WILLIAM W.....		Towing.....	106 Walnut st.
506	BRADY, JOHN I.....	Easton and McMahon } Transportation Co.... }		18 S. Delaware av.
722	BRIGHT, WM. M.....	with Isaac Hough & Co....	Sugar & Commission	324 Walnut st.
584	BROCKIE & WELSH.....		Insurance & Com- mission.....	S. E. Cor. Fourth and Walnut sts.
34	BROWN BROS. & CO.....		Bankers.....	S. E. Cor. Fourth and Chestnut sts.
450	BUCHEY, J. J., & CO.....		Custom House Bro- kers.....	421 Chestnut st.
585	BURNHAM, WILLIAMS & CO.	Baldwin Locomotive Works.		500 N. Broad st.

C

359	CASTNER & CURRAN.....		Coal.....	328 Chestnut st.
41	CATHRALL, EUGENE H..... }		Wood, lumber, bal- last & wharfinger }	5 Walnut st.
43	CENTRAL NATIONAL BANK.			109 S. Fourth st.
645	CHAMBERS, R. C.....	Mgr. Pilot Boat "Tunnell"		319 Walnut st.
398	CHAMPION & MEGEE.....		Ship Owners.....	113 Walnut st.
536	CHANDLER, FRANK M.....	Agt. Cramps' Ship Yard....		344-46 Bourse Bldg.
512	CHESTER PIPE & TUBE CO., } THE..... }			267 S. Fourth st.
45	CHURCHMAN, F. A.....		Towing.....	115 Walnut st.
630	CLARK, HARRY F.....	with Mather & Co.....	Insurance.....	231 Walnut st.
456	CLARK, E. W., & CO.....		Bankers.....	Bullitt Building.
514	CLEARFIELD BITUMINOUS } COAL CORPORATION..... }		Coal.....	607 Provident Building.
47 317 }	CLYDE, WM. P., & CO..... }	"Clyde Lines".....		12 S. Delaware av.
710	COALDALE MINING CO. OF } PENNA., THE..... }			717 Reading Terminal Building.
285	COMMERCIAL LIST PUB- } LISHING CO..... }		Publishers.....	241 Dock st.
368	CONTINENTAL BREWING } CO..... }			Twenty-first street and Washington av.

<i>No. of Cert.</i>	<i>Name.</i>	<i>Firm.</i>	<i>Business.</i>	<i>Address.</i>
235	COOK, SAMUEL C.....		Auctioneer.....	124 S. Front st.
636	COOPER, EDWARD P.....	with Atlantic Refining Co.	Petroleum.....	328 Chestnut st.
50	COPE BROS.....		Shipping.....	1 Walnut st.
51	CORCORAN, JOHN.....		Stevedore.....	217 Union st.
52	CORN EXCHANGE NA- TIONAL BANK.....			N. E. Cor. Second and Chestnut sts.
357	CRAIG, JOHN F., & CO.....		Sugar Brokers.....	143 S. Front st.
549	CRAMP, CHARLES H.....	The Wm. Cramp & Sons } S. & E. B. Co.....	Ship Builders.....	Beach and Ball sts.
534	CRAMP, EDWIN S.....	The Wm. Cramp & Sons } S. & E. B. Co.....	Ship Builders.....	Beach and Ball sts.
535	CRAMP, HENRY W.....	The Wm. Cramp & Sons } S. & E. B. Co.....	Ship Builders.....	Beach and Ball sts.
366 } 693 }	CRAMP, WM., & SONS, } SHIP & ENGINE BUILD- ING CO.....		Ship Builders.....	Beach and Ball sts.
541	CREW LEVICK CO.....		Petroleum.....	113 Arch st.
492	CRISPIN, B. F., & CO.....		Public Weighers.....	47 S. Front st.
539	CROW, ALEXANDER, JR.....		Carpet Manufacturer.....	22d and Callowhill sts.
510	CROWELL, CALVIN S., & CO..		Fruit Importers.....	124 N. Delaware ave.

D

367	DANDO PRINTING & PUB- LISHING COMPANY.....		Printers and Pub- lishers.....	84 S. Third st.
599	DANIELS, SAMUEL S.....	Commercial List Publish- ing Company.....		241 Dock st.
61	DARRAH & ELWELL.....		Ship Supplies.....	512 S. Delaware ave.
62	DAVIS, CHARLES W.....		Stevedore.....	Old Navy Yard.
609	DAVIS, CHARLES E., JR.....	Manager, Red Star Tugs.	Towing.....	305 Walnut st.
673	DAVIS COAL & COKE CO.....		Coal & Coke.....	Harrison Bldg.
558	DELAWARE INSURANCE } CO. OF PHILADELPHIA....		Fire and Marine....	S. E. Cor. Third and Walnut sts.
66	DESCOVICH & CO.....		Ship Brokers.....	225 Dock st.
620	DIALOGUE, JOHN H., & SON.....		Ship Builders.....	Kaighn's Point, Cam- den, N. J.
612	DINNING, E. L.....	with Phila. Shipping Co.	Steamship & Com- mission Agents..	511 Bourse Bldg.
337	DISSTON, HENRY, & SONS...		Saw Manufacturers...	P. O. Box 1537, Phila.
431	DOUGHERTY, JOHN, JR.....	with John Dougherty.....	Stevedore.....	30 Christian st.
582	DREER, HENRY A., Inc.....		Seeds.....	714 Chestnut st.
70	DREXEL & CO.....		Bankers.....	Chestnut and Fifth sts.
555	DUMOIS, H., & CO.....		Fruit Importers.....	Pier 19, N. Delaware av.

E

423	EARN-LINE STEAMSHIP } COMPANY.....			1006-11 Girard Bldg.
314	EARNSHAW, GEO. E.....	Earn-Line Steamship } Company.....		1006-11 Girard Bldg.
672	EHRET, M. Jr., & CO.....		Coal Tar Distillers....	423 Walnut st.
663	ELDREDGE, F. S.....	Mgr. Pilot Boat "Knight"		140 S. Third st.
76	ELLISON, J. B., & SONS.....		Cloth Importers.....	24 S. Sixth st.
77	ERIE & WESTERN TRANS- PORTATION COMPANY....			26 S. Fifteenth st.

F

<i>No. of Cert.</i>	<i>Name.</i>	<i>Firm.</i>	<i>Business.</i>	<i>Address.</i>
78	FARMERS' & MECHANICS' } NATIONAL BANK.....}			427 Chestnut st.
80	FERGUSON BROS.....		Chemical Importers..	102 Chestnut st.
701	FINNINGER, CHAS. W.....		Ship Broker.....	129 S. Fourth st.
82	FIRST NATIONAL BANK.....			315 Chestnut st.
684	FITZPATRICK, HUGH, JR.....		Towing....	106 Walnut st.
85	FLANAGAN, S. & J. M..... }		Towing and Trans- portation	226 Walnut st.
402	FOURTH STREET NATION- AL BANK.....}			Bullitt Building.
482	FRANKLIN SUGAR REFIN- ING COMPANY.....}		Sugar Refinery	Stock Exchange Place.
658	FRAZIER, GEO. H..... }	Franklin Sugar Refining Company	Sugar Refinery..... }	Stock Exchange Place.

G

662	GABRIEL, JOSEPH	with Gust Heye.....	Petroleum.....	328 Chestnut st.
592	GALLAGHER, GEORGE.....		Stevedore.....	313 S. Third st.
622	GARVIN, ARCHIBALD.....	with M. P. Howlett.....	Stevedore.....	220 Walnut st.
418	GENERAL MARINE INSUR- ANCE CO., OF DRESDEN.. }		Insurance..... }	420 Walnut st.
637	GERHARD, WILLIAM.....	Bradlee & Co.....	Chain Works.....	Beach and Otis sts.
13	GILL & FISHER, LIMITED.....		Grain Exporters.....	22 Merchants' Exchange
89	GIRARD NATIONAL BANK...			116 S. Third st.
90	GIRARD POINT STORAGE } COMPANY..... }		Grain Elevators & Storage..... }	522 Bourse Building.
522	GRACE, JOHN, & SON.....		Stevedores	106 Walnut st.
615	GRANDFIELD, WM. J..... }	with John B. Hamel, Jr., & Co	Ship Brokers..... }	225 Walnut st.
93	GUARANTEE TRUST AND SAFE DEPOSIT CO..... }		Banking..... }	320 Chestnut st.

H

616	HAENN, GEORGE J.....		Lumber.....	Point Breeze Oil Docks.
548	HAGAN, PETER..... }		Towing and Trans- portation	218 Walnut st.
721	HAGAR, W. F..... }	W. F. Hagar & Co..... }	Ship and Freight Broker..... }	421 Chestnut st.
358	HAGAR, W. F., & CO..... }		Ship Brokers..... }	421 Chestnut st.
578	HAMPTON, J. W., JR., & CO.. }		Custom House Bro- kers..... }	420 Library st.
623	HAND, THOS. R.....		Towing.....	217 Walnut st.
638	HARDY, GEO. H..... }	with International Navi- gation Company..... }		307 Walnut st.
586	HARLAN & HOLLINGS- WORTH CO., THE..... }		Ship Yard and Dry Dock..... }	Wilmington, Del.
708	HARRISON BROS. & CO.....		Chemicals, Paints, etc	Gray's Ferry Road.
481	HARRISS, GEO., JR.....	Geo. Harriss, Jr., & Co.....	Ship Brokers.....	127 Walnut st.
687	HART, J. D., COMPANY.....		Fruit Importers	Pier 11, N. Delaware av.
490	HAUG, JOHN.....		Marine Surveyor.....	206 Walnut Place.

<i>No. of Cert.</i>	<i>Name.</i>	<i>Firm.</i>	<i>Business.</i>	<i>Address.</i>
704	HERSEY, JAMES.....		Stevedore.....	117 Pine st.
639	HEYER, GUST.....		Petroleum.....	328 Chestnut st.
629	HICKMAN, WILLIAM H.....		Physician	336 S. Second st.
533	HIGBEE, GEO. H.....	} Manager International } Navigation Company.. }		307 Walnut st.
286	HOFFER, DAVID.....		Meats	2930 Market st.
107	HOFFMAN, J. W., & CO.....		Iron & Commission ..	516 Harrison Building.
109	HOGAN, JAMES.....	Agent "Cunard Line".....	Stationer.....	339 Chestnut st.
611	HOLTON, J. S. W.....	Sterling Coal Co.....	Coal	421 Chestnut st.
18	HOUGH, ISAAC, & CO.....		Sugar & Commission ..	324 Walnut st.
702	HOWELL, ARTHUR W.....	with Brockie & Welsh ... }	Insurance and Commission	S. E. Cor. Fourth and Walnut Sts.
440	HOWLETT, M. P.....		Stevedore.....	220 Walnut st.
618	HUDSON, ASHER J.....	Agent "McCaulley Tugs."	Towing.....	212 Walnut st.
723	HUDSON, WM. H. & SON.....		Shipping Agents.....	228 Dock st.
521	HUGHES, ALBERT N.....		Towing.....	115 Walnut st.
111	HUGHES, A. S.....		Towing.....	115 Walnut st.
665	HUGHES, WM. J.....	with Morris Boney.....	Stevedore.....	208 Walnut st.

I

112 }	INTERNATIONAL, NAVI- }	American and }	307 Walnut st.
691 }	GATION COMPANY..... }	Red Star Lines... }	

J

542	JESSUP & MOORE PAPER CO	Manufacturers.....	28 S. Sixth st.
113	JOHNSON, LAWRENCE, & }	Shipping and Com- }	209 S. Third st.
	CO..... }	mission..... }	
676	JORET & MOYN.....	Stevedores.....	115 Chestnut st.
281	JURAGUA IRON CO., LIMITED.	Iron Ore	1103 Girard Bldg.
114	JUSTICE, BATEMAN & CO....	Wool	122 S. Front st.
411	JUSTUS, PHILIP.....	Average Adjuster.....	224 Walnut st.

K

403	KATZ, ARNOLD.....	Commission.....	128 Walnut st
712	KEEN, SUTTERLE CO..... }	Commission Mer- }	425 N. Third st.
		chants. }	
117	KERR, ALEX., BRO & CO.....	Salt.....	516 N. Delaware av.
694	KINGSLEY, J. E., CO.....		1225 Market st.
118	KNICKERBOCKER ICE CO.. }	Ice and Coal..... }	S. W. Cor. Sixth and Arch sts.

L

625	LA BOYTEAUX, W. H.....	with Johnson & Higgins.	Average Adjusters.....	134 S. Fourth st.
305	LATTA, W. J..... }		Gen'l Ag't Penna. }	Broad St. Station.
			R. R. Co..... }	
714	LAUER, WM.....		Ship Joiner.....	1210 S. Fourth st.

<i>No. of Cert.</i>	<i>Name.</i>	<i>Firm.</i>	<i>Business.</i>	<i>Address.</i>
551	LAVINO, E. J., & CO.....		Importers	573-575 Bourse Bldg.
651	LAWTON, HARRY H.....	with Henry Goldner & Son	Machinists.....	Tasker Street Wharf.
125	LEHIGH COAL & NAVIGA- TION CO.....		Coal and Transpor- tation.....	226 S. Third st.
218	LEHIGH VALLEY RAIL- ROAD CO.....			228 S. Third st.
413	LESLEY & TRINKLE.....		Cement	24 S. Fifteenth st.
128	LEVIS, HENRY, & CO.....		Iron and Steel	26 S. Fifteenth st. \
397	LEWIS, JOHN F.....		Admiralty Lawyer....	348-9 Bourse Bldg.
451	LIPPINCOTT, J. B., CO.....		Publishers.....	715 Market st.
564	LINGO, JOHN E.....		Towing.....	106 Walnut st.
593	LONG, H. C.....	Manager Pilot Boat "Ker"		140 S. Third st.
513	LOYAL-HANNA COAL AND COKE CO.....		Coal.....	Bullitt Building.
652	LYNCH, EMMETT.....	with Jacob B. Beck.....	Waterman.....	313 Union st.

M

545	MACDONALD, W. H.....	Agent Pennsylvania Pilots.		140 S. Third st.
421	MADEIRA, LOUIS C., & SONS.		Insurance.....	320 Walnut st.
345	MARITIME PUBLISHING CO..		Publishers	216½ Walnut st.
472	MARTIN, FULLER & CO.....		Live Stock.....	30th and Arch sts.
631	MASON, ANDREW T.....	with John Baizley.....	Machinist.....	510 S. Delaware av.
134	MATHER & CO.....		Insurance.....	231 Walnut st.
135	MATHEWS, J. M.....		Petroleum	333 Bourse Building.
594	MAULL, WILLIAM.....	Manager Pilot Boat "Howard".....		140 S. Third st.
375	MAY, H. D., & CO.....		Ship Brokers.....	113 Walnut st.
313	MAY, JONATHAN, & SONS.....		Ship Supplies.....	500 S. Delaware av.
640	MESSICK, GEO. W.....	with John L. Nicholson.	Ship Broker.....	13 Merchants' Exchange.
671	MEYERS, HENRY G.,	with Peter Wright & Sons.....	Steamship & Com- mission Agents...	305 Walnut st.
473	MIDVALE STEEL CO.....		Manufacturers.....	Nicetown, Phila.
459	MITCHELL, WILSON.....		Grindstones	310 N. Fourth st.
142	MOELLING & AUTENRIETH }		Banking and Com- mission.....	45 S. Third St.
703	MONROE, JOSIAH.....	Juragua Iron Co., L't'd	Iron Ore.....	1103 Girard Building.
720	MORRIS, MAULL & BURTON }		Wrecking and Sal- vage.....	Lewes, Del.
225	MORRIS, WHEELER & CO.....		Iron and Steel	16th and Market sts.
641	MORTON, THOS. L.....	with R. D. Wood & Co.....	Iron Founders.....	400 Chestnut st.
420	MUNN, F. W.....		Towing.....	210 Walnut st.
436	MURPHY, ALEX., & CO..... }		Custom House Bro- kers.....	432 Library st.
588	MCCAHAN, W. J., SUGAR REFINING CO.....		Sugar Refinery.....	147 S. Front st.
145	McFADDEN, GEO. H., & BRO..		Cotton	121 Chestnut st.
656	McDEVITT, DENNIS..... }		Towing and Trans- portation.....	3018 Richmond st.
679	McNEELY & CO.....		Leather Manuf'r's..	S. W. cor. Fourth and Arch Sts.

N

<i>No. of Cert.</i>	<i>Name.</i>	<i>Firm.</i>	<i>Business.</i>	<i>Address.</i>
580	NEAFIE & LEVY SHIP AND ENGINE BUILDING CO.....}		Ship Builders.....	1365 Beach st.
711	NEALL, FRANK L.....}	Peter Wright & Sons.....	Steamship Agents.....	305 Walnut st.
707	NEW CENTRAL COAL CO.....		Coal.....	Harrison Building.
212	NORTH AMERICA, INSUR- ANCE COMPANY OF		Fire and Marine....	{ 232 Walnut st.

O

376	OCEAN STEAMSHIP COM- PANY OF SAVANNAH.....}	M. C. Hammond, Agent. }		13 S. Third st.
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P

562	PARR, I. M., & SON, Limited }		Exporters Grain....	{ 550-51 Bourse Building.
552	PEALE, PEACOCK & KERR, INCORPORATED		Coal.....	{ 411 Walnut st.
153	PENN NATIONAL BANK..... }			S. W. Cor. Market and Seventh sts.
216	PENNSYLVANIA RAIL- ROAD CO.....}			Broad Street Station.
154	PENNSYLVANIA SALT MANUFACTURING CO.....}		Chemicals.....	{ 115 Chestnut st.
256	PENNSYLVANIA STEEL CO }		Steel.....	{ 312-319 Girard Bldg.
332	PENNSYLVANIA WARE- HOUSING AND SAFE DEPOSIT CO.....}		Storage.....	{ 113 S. Third st.
577	PETTIT, CHAS. A., & CO.....		Ship Brokers	121 Walnut st.
157	PHILADELPHIA GRAIN ELEVATOR CO.....}		Grain.....	{ 453 Bourse Building.
158	PHILADELPHIA NATION- AL BANK.....}			{ 421 Chestnut st.
217	PHILADELPHIA & READ- ING RAILROAD CO.....}			Twelfth and Market sts.
303	PHILADELPHIA TRANS- PORTATION AND LIGHT- ERAGE CO.....}			222 Walnut st.
159	PHILADELPHIA WARE- HOUSE CO.....}			235 Dock st.
560	PHILADELPHIA WARE- HOUSING & COLD STOR- AGE CO.....}			Noble st. and Delaware ave.
219	PHILADELPHIA, WILMING- TON AND BALTIMORE RAILROAD CO.....}			Broad Street Station.
589	PHILLIPS, MORO, CHEMI- CAL CO		Chemicals, etc.....	{ 131 S. Third st.
728	PHILLIPS, M. W.....		Ship Supplies.....	47 N. Second st.
520	PHILLIPS, T. BENNETT.....		Coal.....	1414 S. Penn Square.
434	POTTS, W. F., SON & CO.....		Iron	1221 Market st.
634	PRICE, CHAS. F.....	with John Reese.....	Ship Supplies.....	217 Lodge st.
626	PRICE, WILLIAM E.....	Agent, Delaware Pilots....		319 Walnut st.
475	PRIDE, GEO. W., & SON		Towing.....	228 Dock st.

Q

<i>No. of Cert.</i>	<i>Name.</i>	<i>Firm.</i>	<i>Business.</i>	<i>Address.</i>
569	QUAKER CITY FRUIT CO.....		Fruit Importers.....	Pier 19 N. Wharves.

R

166	REAKIRT, BRO. & CO.....		Coal.....	473 Bourse Building.
246	REESE, JOHN.....		Ship Supplies.....	217 Lodge st.
167	RIDGWAY, JACOB E.....		Ship Owner.....	201 Walnut Place.
168	RIGGS & BRO.....		Nautical Instruments.....	221 Walnut st.
689	RING, E. J.....	with S. P. Blackburn & Co.	Ship Supplies.....	129 S. Second St.
713	RISSO, CESAER B.....		Ship Supplies, etc.....	257 S. Second st.
642	ROBERTS, MATTHEW F.....	with Atlantic Refining Co.	Petroleum	328 Chestnut st.
349	ROBINSON, BENJ. W.....		Towing.....	347 Christian st.
632	RONNEY, JAMES P.....	with Darrah & Elwell.....	Ship Supplies.....	512 S. Delaware av.
414	ROSENBAUM, M.....		Passage Agent.....	609 S. Third st.
346	RUBELLI, L.....		Ship Broker.....	218½ Walnut st.
312	RUGER, THEODOR, & CO... }		Ship Brokers	312 Stock Exchange Place.

S

709	SAMUEL, FRANK.....		Iron Ore.....	Manhattan Building.
695	SAMUELS, WILLIAMS S.....	Lloyd's Agent and Underwriters' Surveyor.....	31 Merchants' Exchange	
606	SARGENT, R. W.....		Cramps' Ship Yard...	Beach and Ball sts.
572	SAUQUOITS SILK MANUFAC- } TURING CO., THE..... }		Silk Manufacturers }	Columbia avenue and Randolph st.
442	SCOTT, GEO. W.....		Cooper.....	119 Almond st.
557	SELLERS, WILLIAM, & CO., } INCORPORATED..... }		Machinists' Tools... }	1600 Hamilton st.
727	SHARPLESS DYEWOOD } EXTRACT CO..... }		Dye Stuffs & Chem- icals..... }	648 Bourse Building.
690	SHEETS, CLINTON.....	with Theodor Ruger & Co.	Ship Brokers.....	312 Stock Exchange Pl.
385	SHUBERT & COTTINGHAM...		Ship Supplies.....	118 N. Delaware ave.
404	SIMPSON, WM., SONS & CO...		Cotton Goods.....	130 Chestnut st.
224	SINGERLY, WM. M.....	Record Publishing Co.....		917 Chestnut st.
178	SMITH, CHAS., & SONS.....		Bankers.....	303 Chestnut st.
537	SMITH, EDMUND D., & CO....		Iron	208 S. Fourth st.
680	SMITH, JAMES.....		Towing.....	106 Walnut st.
583	SMITH, J. T.....		Ship Broker.....	112 Walnut st.
699	SMITH, WINTHROP, & CO....		Bankers.....	439 Chestnut st.
553	SORVER, DAMON & CO.....		Coffee Importers.....	118 S. Front st.
348	SOUTHWARK FOUNDRY & } MACHINE CO..... }		Foundry, etc..... }	110 S. Fifth st.
531	SPRECKELS' SUGAR RE- } FINING CO..... }		Sugar Refinery..... }	Stock Exchange Place.
725	STANNARD, C. F., & CO.....		Marine Store Dealers.....	345 Bourse Building.
724	STAPLES COAL CO.....	Chas. Silver Agent.....	Shippers of Coal.....	1018 Girard Building.
465	STEEL, EDW. T., & CO.....		Woolens	24 Bank st.
416	STERLING COAL CO.....		Coal.....	421 Chestnut st.
730	STETSON & WINSMORE.....		Ship Brokers	109 Walnut st.
409	STETSON, J. N., & CO.....		Ship Brokers	208 Walnut st.

<i>No. of Cert.</i>	<i>Name.</i>	<i>Firm.</i>	<i>Business.</i>	<i>Address.</i>
666	STETSON, JOHN B., CO.....		Hat Manufacturers...	1754 N. Fourth st.
406	STRAWBRIDGE & CLOTHIER		Dry Goods.....	Eighth & Market sts.
643	SULLIVAN, WM. H.....	} with O. G. Hempstead & } Son.....	Custom House Bro- } kers.....	} 425 Chestnut st.
185	SUTTON & CO.....	}	Shipping and Com- } mission.....	} 421 Chestnut st.
654	SUTTON & VANSANT.....		Coffee Importers.....	120 S. Front st.

T

507	TAYLOR'S, CHAS. M., SONS..." Grain Elevator"	Steamship Agents	453 Bourse Building.
617	THOMPSON, H. J	Stevedore.....	339 Snyder ave.
608	TRACY, JAMES C.....	Towing.....	113 Walnut st.
347	TRADESMEN'S NATIONAL } BANK.....		Drexel Building.
715	TURNER, ALFRED,	Steamship Agent.....	337-339 Bourse Bldg.
469	TYGERT-ALLEN FERTIL- } IZER CO., THE.....	Fertilizers.....	} 2 Chestnut st.

U

716	UNITED COLLIERIES CO., THE		915 Drexel Building.
433	UNITED GAS IMPROVE- } MENT CO., THE.....		813 Drexel Building.

V

543	VANDEGRIFT, F. B., & CO... }	Custom House Bro- } kers.....	305 Provident Building.
705	VESCIA, JOHN F.....	Risso & Vescia.....	Stevedore, etc.....257 S. Second st.
575	VIRDEN, JOHN P.....	} Manager Pilot Boat } " Bayard"	319 Walnut st.
529	VON BOYNEBURGK, F. A.....	Coal.....	473 Bourse Building.

W

401	WALKER, CHARLES L.....	Towing.....	217 Walnut st.
597	WALL, HARRY M.....	with Augustus Wall.....	Towing.....217 Walnut st.
568	WALLS, ROBERT W.....	Stevedore.....	2123 S. Fifth st.
700	WARREN, T. H.....	with W. F. Hagar & Co ...	Ship Brokers.....421 Chestnut st.
377	WELSH, S. & J.....	Commission.....	304 Walnut st.
480	WENIGER, HANS.....	Elwert & Weniger.....	Passage Agents.....484 N. Third st.
198	WESENBERG & CO.....		Ship Brokers.....122 S. Second st.
4	WESTERGAARD, L., & CO.....		Ship Brokers.....138 S. Second st.
478	WESTERN NATIONAL BANK		408 Chestnut st.
563	WESTINGHOUSE ELEC- } TRIC AND MANUFACT- } URING COMPANY OF } PITTSBURG, PA.....	Chas. A. Bragg, Agent.....	302 Girard Building.
587	WHITECAR, DAVID.....	Joseph Whitecar.....	Machinist..... 10 Pine st.
199	WHITALL, TATUM & CO.....	Glass	410 Race st.
717	WILLAR, GEO. A.....	with L. Westergaard & Co..	Ship Brokers.....138 S. Second st.
487	WILLIAMS, CHARLES.....	Insurance.....	420 Walnut st.

<i>No. of Cert.</i>	<i>Name.</i>	<i>Firm.</i>	<i>Business.</i>	<i>Address.</i>
438	WILLIAMSON BROS.....		Hoisting Machines ...	Richmond & York sts.
461	WILLIAMSON & CASSEDY		Railroad Supplies.....	526 Market st.
644	WILSON, CHARLES.....	with E. H. Fitler & Co.....	Cordage.....	23 N. Water st.
380	WINSMORE, THOMAS.....		Ship Supplies.....	123 Walnut st.
202	WINSOR, HENRY, & CO.....		Steamship Agents.....	338 S. Delaware av.
331	WISTER, L. & R., & CO.....		Iron	672 Bullitt Building.
683	WOLTER, HERMAN.....		Diver & Contractor ..	106 S. Delaware av.
5	WRIGHT, PETER, & SONS... }		Steamship & Com- mission Agents... }	305 Walnut st.
674	WRIGHT, PETER, & SONS.....	Gen. Agts. Red Star Tugs..	Towing.....	305 Walnut st.
664	WRIGHT, THOS. H.....		Stevedore.....	113 Walnut st.

Y

378	YARNALL, ELLIS, & SON		Chemical Importers..	105 S. Front st.
613	YOUNG, P. F.	General Manager Phila- delphia Shipping Co... }	Steamship & Com- mission Agents... }	511 Bourse Building.

HONORARY MEMBERS

OF

THE PHILADELPHIA MARITIME EXCHANGE.

<i>Name.</i>	<i>Duty in Philadelphia When Elected.</i>	<i>Date of Election.</i>
LIEUT.-COL. WM. LUDLOW, U. S. CORPS OF ENGINEERS.....	In charge Harbor Improvements.....	September 19th, 1881.
CAPT. FRED. ROGERS, U. S. NAVY.....	Lighthouse Inspector.....	September 19th, 1881.
LIEUT. W. H. H. SOUTHERLAND, U. S. NAVY.....	Branch Hydrographic Office.....	December 17th, 1883.
THEO. F. TOWNSEND, U. S. SIGNAL SERVICE.....	Weather Bureau.....	December 17th, 1883.
MAJ. W. H. HEUER, U. S. CORPS OF ENGINEERS.....	In charge Harbor Improvements.....	April 21st, 1884.
LIEUT. A. B. WYCKOFF, U. S. NAVY.....	Branch Hydrographic Office.....	September 15th, 1884.
LIEUT.-COL. HENRY M. ROBERT, U. S. CORPS OF ENGINEERS.....	In charge Harbor Improvements.....	February 16th, 1885.
CHARLES LAWRENCE.....	Harbor Master.....	March 21st, 1887.
COM. J. J. READ, U. S. NAVY.....	Lighthouse Inspector.....	April 23d, 1888.
CAPT. HAMILTON MURRELL.....	Commanding British Steamer "Missouri".....	April 24th, 1889.
COM. F. M. GREENE, U. S. NAVY.....	Commanding Schoolship "Saratoga".....	December 23d, 1889.
MAJ. C. W. RAYMOND, U. S. CORPS OF ENGINEERS.....	In charge Harbor Improvements.....	April 7th, 1890.
COM. P. F. HARRINGTON, U. S. NAVY.....	Lighthouse Inspector.....	September 22d, 1890.
CAPT. F. A. MAHAN, U. S. CORPS OF ENGINEERS.....	Lighthouse Engineer.....	September 22d, 1890.
LIEUT.-COM. E. H. GHEEN, U. S. NAVY.....	Branch Hydrographic Office.....	October 26th, 1891.
CHRISTIAN K. ROSS.....	Master Warden.....	October 26th, 1891.
COM. GEO. C. REITER, U. S. NAVY.....	Lighthouse Inspector.....	March 26th, 1894.
LIEUT. R. M. HUGHES, U. S. NAVY.....	Branch Hydrographic Office.....	March 26th, 1894.

